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THE RAILWAY GAZETTE

33, TOTHILL STREET, WESTMINSTER, S.W.1

Mr. Herbert Morrison on Controls

MR. HERBERT MORRISON, in his first speech since his return from abroad after his recent illness, admitted that his party still had a lot to learn about operating controls, and went on to say that the most important way to simplify controls was "to make up our minds to put first things first, to have a real list of priorities, and to enforce it." That is precisely the point which is being made against the present Government, in that so many of its plans are calculated rather to disorganise and frustrate, than to assist industry back on its feet. It is good to know that Mr. Morrison, at least, appreciates the need, and one could wish him success in converting some of his colleagues. The Lord President of the Council added that if one had a clear-cut general plan, a good deal of flexibility and initiative could be given inside it. The clear-cut general plan is still awaited, and it is to be hoped that if, and when, it makes its appearance it will follow another of Mr. Morrison's edicts, which was that it should be far more than a plan to ration scarce goods; not "a plan to make the best of poverty, but a plan to increase prosperity." Perhaps Mr. Morrison's illness and his convalescence abroad has enabled him to take a detached view of developments in this country and to get them into better perspective than is possible for some of his colleagues, who are enveloped in difficulties arising, in large part, from the inability of members of the present administration to free their minds from ideological predilections. Both he and they, however, are becoming as disturbed as the generality of the public at the increasing frequency of unofficial strikes, which Mr. Morrison described as "strikes against trade unionism and trade union democracy."

A Call for Greater Production

The Prime Minister, the President of the Board of Trade, and the Attorney-General, all concentrated on the need for greater productivity in statements they made at the week-end. Mr. Attlee pointed out that the Labour Party had passed from the time when it was in the minority and could criticise without responsibility. Many were now becoming freed from working for private profit and were servants of the community, but those who still worked under private enterprise, in addition to working for a particular employer, were providing goods or services essential to the economic life of the community. Sir Stafford Cripps, referring to the introduction of the five-day week in the coalfields from last Monday, and stating that the previous week's total had been the highest for nearly five years, confessed some uneasiness over the loss of the Saturday shift, and said the extent to which it could be made up in other ways could not yet be judged. Sir Hartley Shawcross condemned unofficial strikes, and said that what was required immediately was a full acceptance by every individual of his personal responsibility for helping to raise production.

British Industries Fair

Last Monday, the first British Industries Fair to be held since the war, opened in London and Birmingham, and seldom has its international significance been quite so marked. It is the first real opportunity that buyers from all parts of the world have had for organised re-union with British manufacturers. Viewing the position generally, though eight years have passed since the last Fair, progress in certain technical fields, stimulated by wartime requirements, has been far in advance of this number of years, and particularly does this apply to the development of jet propulsion, steel smelting, electrical engineering, machine tool design, and the speedy mechanical handling of goods. The enthusiasm with which British industry has responded to the revival of the B.I.F., shown by the record number of exhibitors and also by the fact that no fewer than 300 firms were unable to book space, can be taken as evidence of the confidence of private enterprise in its ability to overcome the difficulties experienced in transition from war to peace, and this in spite of labour shortage, the fuel crisis, bottlenecks in the supply of essential materials caused by inexperienced official planning, and the uncertainty which is bound to arise under constant threat of nationalisation or lesser forms of Government control. These handicaps, many of which could be removed, have resulted in manufacturers frequently being unable to effect delivery in reason-

able time, and are preventing output from keeping pace with the great demand for British goods reported from all parts of the world.

* * * *

Governmental Hindrance of Industry

The difficulties which industrialists have to face as a result of Government restrictions and faulty administration were dealt with by Lt.-General Sir Ronald Weeks, Deputy-Chairman of Vickers Limited, in a recent address to the Authors' Club. Industrialists recognised that the national problem was not easy and that the Government was bound to make mistakes, but he condemned continuous inefficiency in the administration. Because of it, British industry had been unable to participate in the sellers' world market. The industrialist's time was taken up in trying to find ways to overcome one bottleneck after another. He was shackled by Government restrictions relating to finance, building permits, exports, and labour. He had to face shorter hours and rising wages, which made it impossible to quote fixed prices, and as a result his capacity to compete in world markets was decreasing. The causes of our troubles were due mainly to lack of coal and faulty administration. His main complaint against the administration was that, instead of tackling first things first, Ministers, and consequently civil servants, were overloaded with plans consequential on the drive into nationalisation. It was impossible to undertake nationalisation of coal, electricity, railways, gas, and steel, together with all the raw-material purchasing, and the other controls, at the same time.

* * * *

Home Railway Traffic Receipts

Home railway traffic receipts during the four weeks ended April 20 were affected by the incidence of Easter, which came within the period this year, whereas last year the Easter week was that ended April 28. Although this factor was reflected in the receipts from passengers, which at £14,832,000 showed a decline of only £573,000 compared with £1,104,000 for the previous four weeks of the period, the total for the four weeks was £1,451,000 down at £25,859,000. Merchandise takings were less by £1,167,000 at £7,011,000, but coal and coke revenues rose by £289,000 to £4,016,000. In the table below the receipts for the four weeks, and also the aggregate for the sixteen weeks of this year, to April 20, compared with the similar periods of 1946, are shown:—

FOUR WEEKS ENDED APRIL 20, 1947					
	1947 £000	1946 £000	+ or - £000	Per cent. + or -	
Passenger ...	14,832	15,405	- 573	- 3.7	
Merchandise ...	7,011	8,178	- 1,167	- 14.3	
Coal and coke ...	4,016	3,727	+ 289	+ 7.7	
Total ...	25,859	27,310	- 1,451	- 5.3	
AGGREGATE FOR 16 WEEKS OF THE YEAR					
	1947 £000	1946 £000	+ or - £000	Per cent. + or -	
Passenger ...	50,726	55,124	- 4,398	- 8.0	
Merchandise ...	25,353	32,784	- 7,431	- 22.7	
Coal and coke ...	16,032	14,743	+ 1,289	+ 8.7	
Total ...	92,111	102,651	- 10,540	- 10.3	

It will be seen that total traffic receipts at £92,111,000 are £10,540,000 less than the same period last year.

* * * *

Improved International Services

The Continental summer timetables introduced on May 4 bring various improvements in international connections, noteworthy among them being the extension of the "Simplon-Orient Express" from Sofia to Istanbul (actually effective as from April 30). Among the new facilities in France is the provision of first class *courette* sleeping berths in the through coaches from Calais to the Riviera which connect with the "Golden Arrow" service; and a new first and second class through coach from Calais to the French Alps, also in connection with the "Golden Arrow." The afternoon Continental service from London, via Folkestone, connects at Calais with sleeping cars to Brigue and Vienna, and with first and second class through coaches for the Rhône Valley resorts of Switzerland. A new service for Eastern Europe is provided by the Vienna sleeping car, which connects at Basle with the "Arlberg Express" to Belgrade, thus avoiding a change of stations in

Paris for passengers from this country wishing to join the "Arlberg Express" service. Two new through coach services run from Paris to Vienna, one of the trains concerned serving the Swiss Engadine resorts via Basle and Chur. Various new trains from Paris will serve popular French resorts.

* * * *

The Advantage of Rail Stiffness

In the present substitution in Great Britain, on an extensive scale, of 113- and 110-lb. flat-bottom rails for the previous 95-lb. bull-head rails, the main advantage justifying the increased rail cost is the greater vertical and lateral stiffness of the flat-bottom section. In this connection an interesting article appeared in a recent issue of the *Railway Age*, in which the Chief Engineer of the Bessemer & Lake Erie Railroad, U.S.A., set out the somewhat similar reasons which have led his company to standardise the very heavy 152-lb. per yd. f.b. section on its main lines. Investigation has shown that track costs are divided roughly in the proportion of 45 per cent. for laying to 55 per cent. for maintenance. The latter item can be reduced mainly by an increase in the stiffness, the strength, and the durability of the rails. Lack of adequate stiffness accentuates the wave motion of the rails, wearing out the ballast, and tending to foul it through the upward movement of dirt from the formation. In 1917, when a beginning was made in substituting 130-lb. for 100-lb. rails in B. & L. E. tracks, tracklaying and surfacing consumed 1,257,000 man-hr.; by 1939, when the first 152-lb. rails were laid, the labour in maintenance had come down to 493,800 man-hr.; by 1945, when a quarter of the track had been relaid with 152-lb. rails, the figure was down to 448,400 man-hr. As compared with the 90-lb. f.b. section, the 100-, 130-, and 152-lb. sections are stiffer by 13.6, 88.1, 220.8 per cent. respectively; even 130-lb. rail doubled the life of 100-lb. rail.

* * * *

Modernised Traffic Control on the L.M.S.R.

Although the principles and objects of railway traffic control have not changed greatly, there have been many developments in the equipment with which the controller works. A flexible telephone system is the basis of such an organisation, and in modernising its control offices throughout England and Wales, the L.M.S.R., as described in an article on page 473, has applied the latest technique in this respect, using switchboards of neat design and simple layout. The controllers have a wide range of local, long-distance, and intercommunication facilities at their disposal by means of manual switching or dial selection. Special attention is given to automatic indication of faults, and the avoidance of interruption to the work of the control office while these are under repair. The revised organisation has reduced the number of L.M.S.R. control districts in England and Wales from 42 to 20, which in itself tends to expedite the flow of traffic by extending the period for which a train is under the control of one office. Many administrative advantages have been obtained, also, by making the control areas coincide with the operating districts, whereby relations between the D.O.M. and his traffic staff have been made closer.

* * * *

A Plea for Something to be Done

The question of enforcing obedience to signal indications through the general adoption of some measure of automatic train control in this country is no new subject for discussion, but as yet no official conclusions have been announced, and policy in this matter remains undefined. Elsewhere we publish a contribution pleading for something to be done, and indicating the lines along which its author thinks the task might be taken in hand. Despite the fact that something of the kind would be welcome in principle and help to improve our already high factor of safety, especially in bad weather, such important matters are involved in settling how best to meet essential requirements, among them interchangeability, adaptability to all methods of signalling and traction, and ability to back past signals at stop, that the non-adoption of such equipment by some lines is understandable. This question can be solved completely only on a national basis, and although it has its technical problems, probably these are not the most difficult to overcome. Someone would have to assume responsibility for a far-reaching decision.

The Transport Bill Through the Commons

BY the use of the "guillotine" procedure, the Government forced the Transport Bill through its recommitment and Report stages in the House of Commons on April 30, after only three days' debate. The Bill passed its Third Reading on May 5 and will shortly be sent to the House of Lords for consideration. Speed is not necessarily synonymous with efficiency, even in legislation, and assuming the Bill reaches the Statute Book substantially in its present form, it is possible that those responsible for administering it, and those affected by it, particularly traders and the staff, may have cause to regret that longer time was not spent on the clarification of some of the clauses.

The conduct of Parliamentary business at present appears to require the use of the "guillotine" procedure to ensure that Government amendments are passed within the allotted time, and we imagine that, if a little longer time had been allowed in this case, much less criticism of the procedure would have been aroused. An additional week would have made a considerable difference, and would not have prolonged unduly the passage of the Bill. Altogether, some 1,200 amendments were tabled during the various stages, but there was insufficient time to discuss more than about 200. Nearly 400 amendments were tabled for discussion on the recommitment and Report stages, of which about one-half were Government amendments, and nearly all the latter were passed without discussion under the "guillotine" procedure.

In these circumstances, although quite a number of fairly substantial changes were made by the Government, the measure emerged from its Third Reading without any vital changes being made in its general principles. Concessions, however, were made on a number of points. These included the deletion of the clauses relating to the acquisition of "C" licensed vehicles, that is, those operated by traders for the purpose of their own business; the exemption from nationalisation of privately-owned coal docks and all privately-owned docks not subject to statutory provisions; an improvement in the basis of compensation for privately-owned docks not subject to statutory provisions; an improvement in the basis of compensation for privately-owned railway wagons; and the acceptance of the principle that the Government should maintain its guarantee of the principal and interest of London Transport "C" stock.

The Government agreed that the Commission would not enter the warehouse and storage business other than to provide storage for goods carried, or to be carried, by it. It also agreed to limit the Commission's powers to manufacture plant and equipment; to give freedom of choice to users where the Commission runs more than one regular goods transport service between the same points; accepted a plan proposed by the railways to prevent any hiatus in the distribution of compensation Transport stock for existing railway securities by treating scrip already held as Transport stock from January 1, 1948; and agreed to allocate an additional £2½ millions to local authorities for overhead losses caused by severance of municipal transport services.

Little was done, however, to circumscribe the extremely comprehensive powers of the Minister of Transport, which, if used to their full extent, will have a fundamental and restrictive effect on the Commission. No indication was given as to how the main purpose of the Bill, that of the integration of the various inland transport services, is to be secured. As to the future level of rates and charges, only generalities were given, with the remark that the subject was a most "fascinating problem"; traders, we fear, might use quite a different adjective. It is of interest that, although the Minister said his powers over the various activities of the Commission would not be used to interfere in the day-to-day management or administration of the Commission or the Executive Bodies, he declined to amend the Bill accordingly. Also, although he said that in the early days he had no doubt the Commission would leave a considerable amount of road haulage over 25 miles to road hauliers at present operating, he declined to amend the Bill in that respect.

Finally, it is clear that staff whose services are not required by the Commission will not receive nearly the same protection as the railway staff were given at the time of the amalgamations under the Railways Act, 1921, as the amount of their com-

pensation, if any, is to be determined, not by the Commission, but by regulations to be issued by the Minister, and the Bill proposes that the Minister shall have the power to make different regulations for different classes of persons. Any appeal to arbitration can therefore be made only within the limit of the maximum sum which may be prescribed by the Minister.

British Transport Commission

A GOOD deal of the short available debating time in the House of Commons on the Transport Bill was spent in discussing the composition of the proposed British Transport Commission, whose duty it will be to provide or secure the provision of an efficient, adequate, economical, and properly integrated system of public inland transport and port facilities within Great Britain for the carriage of passengers and goods, as well as for extending and improving these facilities so as to provide most efficiently and conveniently for the needs of the public, agriculture, commerce, and industry. The Bill provides that the Commission should consist of a Chairman and four other members, all of whom are to be appointed by the Minister of Transport from among persons appearing to him to have had wide experience and shown capacity in transport, industrial, commercial, or financial matters, in administration, or in the organisation of workers.

Amendments to increase the size of the Commission because of the tremendous burden it will carry, were defeated, and also amendments designed to secure that only full-time members are appointed. On the latter point, the Minister said it was intended that initially the members should serve full-time, but at a later period this might not be a necessary qualification.

Probably the most interesting comment on the constitution of the Commission was made by the Minister on April 29, when, after Brigadier Mackeson had suggested that Members on both sides of the House were perturbed at the risk of great executive posts being handed over to Civil Servants, the Minister of Transport intervened to say (*Hansard*, Col. 1843) that the members of the Commission will not be Civil Servants, but will be *experts and technicians drawn from the transport industry*.

Later in the Debate, the Minister made it clear (*Hansard*, Col. 1846) that, although it would be the responsibility of the Commission, in the first instance, to prepare and submit to the Transport Tribunal schemes fixing the level of rates and charges for the various forms of transport, the Railway Executive would deal with such matters as staff relations, track maintenance, the use of concrete or wooden sleepers, the construction of locomotives, the provision and improvement of houses for railway staffs, and the question of maintaining the present stud of horses which now numbers over 9,000.

The Bill proposes that the Railway and other Executive Bodies shall be appointed to act as agents for the Commission, and to exercise such of the Commission's functions as are delegated to them by the Commission after approval by the Minister. It would appear from the Minister's reply, therefore, that the Executive bodies will be responsible largely for the day-to-day management of the various inland transport services, subject to direction by the Commission on broad questions of policy.

Criticism of the Railways

ANY large-scale public utility undertaking must expect, and usually receives, a certain amount of criticism of its operations, and can usually give a fairly convincing reply to most of the criticisms received. We cannot help feeling, however, that the irresponsible criticism and ill-informed comments which are now being made about the railways by Ministers and others has a political motive, and, if so, we suggest it may not be long before those concerned have cause to regret their disparaging remarks. We have previously drawn attention to the contemptuous reference made to the railways by the Chancellor of the Exchequer when he described them as a "poor bag of assets," although the Government will be taking over something like one-third of the purchase price in cash.

The campaign is being continued, and recently the Minister of Transport and Sir Hartley Shawcross are reported to have

stated that the introduction of the Transport Bill has been necessary in view of the inadequate services provided by the railways, a statement which is a travesty of the facts. Again, in the House of Commons on April 21, the Minister of Transport, in reply to a question by Mr. Gallacher suggesting that the whole refreshment services provided by the railway companies was utterly inadequate, replied that he was aware of the general deficiency, and for this reason the Government proposed to nationalise the railways. This, again, is an unfair statement, as all catering establishments are suffering from an acute shortage of foodstuffs, crockery, and equipment, and, so far as the railways are concerned, we understand the assistance of the Ministry of Transport frequently has been sought to ameliorate these difficulties, but with little success.

During the discussion on the Transport Bill on April 30, the Financial Secretary to the Treasury stated that, although the railways have suffered a certain amount of war damage, no contribution has been paid by them towards the war damage which was sustained, although other sections of the community had had to pay their contributions. He subsequently admitted that this was not the fault of the railways, because the Government had failed so far to elaborate a scheme covering the amount of the contributions to be paid by public utility undertakings (including the railways) in respect of war damage.

He contended that any scheme which may come into existence should receive a contribution from the railway companies just as other people have made their contribution already. This is, of course, a perfectly reasonable contention, but he refrained from mentioning that, in fact, the railways are being prejudiced by the failure of the Government to formulate a scheme, because they are having at present to finance the cost of the repair of war damage out of their own funds and are not receiving any payments from the Treasury or War Damage Commission towards the expenditure incurred, which has already reached a fairly high figure.

The truth of the matter is that the nationalisation of inland transport is being carried out purely for political reasons, and it is to be regretted that attempts should be made to disguise this fact by disparaging and frequently unjustified criticisms of the railway undertakings, whose invaluable contribution to the national economy under private enterprise cannot be gainsaid by reasonable men.

Seat Reservations

THE decision that the present seat reservation arrangements are to be withdrawn when the summer train service comes into operation on June 16, has evoked many critical comments and was the subject of discussion in the House of Lords last week. As the public clearly does not realise the various considerations involved, it should be pointed out that seat reservation arrangements require that the exact seating capacity of each vehicle forming each train concerned shall be known several weeks in advance, and that ample staff shall be available for the clerical operations of reserving the seats, and for labelling, and so forth, in accordance with the diagrams which have to be prepared.

The principal difficulty in connection with seat reservation arrangements at present is that the railways have some 6,000 fewer passenger coaches in service than they had before the war, as the general shortage of materials is preventing them from overtaking the very heavy arrears of repairs which accumulated during the war, or of building or obtaining from outside firms any substantial number of new coaches. The smaller number of coaches now available, therefore, has to be worked more intensively, and for this and staff reasons it was possible to reintroduce seat reservations only on a comparatively small number of trains in October last. The railways had hoped gradually to increase the number as additional coaches came into service.

The recent decision of the Government that the summer train service which comes into operation on June 16 is to be reduced by 10 per cent. compared with last year, to save 10,000 tons of coal each week, means that the train service will be reduced to about 25 per cent. below pre-war, despite the facts that passenger travel is still substantially higher than pre-war and that there is no reason to suppose that the trend

will alter materially this summer. The scenes at the main termini during the summer last year, will be vividly recollected by thousands of passengers, many of whom had to travel in very overcrowded trains. With a reduction of 10 per cent. in the train service it is hardly likely that conditions for travel will be more favourable this year. With large crowds at stations it would have been extremely difficult, if not impracticable, to secure that holders of reserved seats obtained admission to the platforms in advance of passengers who may have been waiting considerable periods; neither would it have been possible to wait until all seat-ticket holders had taken their seats before allowing other passengers to enter the trains to stand in the corridors.

Further, the railways have not the necessary supervisory staff available to ensure that the seat reservation labels were not removed by unauthorised persons. In all the circumstances, therefore, the railways had no alternative but to recommend to the Minister that even the restricted seat reservation arrangements now in operation, with certain exceptions to be announced shortly, for example, boat trains, should be withdrawn for the period of the summer train service, although they, and the Minister, recognise that this decision will cause inconvenience to a number of passengers. The facility will be restored at the earliest practicable date and the public may rely on the fact that the railways will do everything possible within their limitations of stock and mileage to provide services for holiday makers.

Railways and Miners' Five-Day Week

IN the House of Commons on May 1, the Minister of Fuel & Power said that, although he was wholly in favour of the introduction of the five-day week in the coal mines on May 5, he was apprehensive about the effect of this experiment on coal production. The railway companies are equally apprehensive about its effect—but for an entirely different reason. For national reasons, obviously they desire to see the greatest possible increase in coal production, but in the immediate future the greater the success of the five-day week, the greater will be the difficulties of the railways in dealing with the increased output in five days instead of six days as hitherto.

If the railways had an adequate supply of locomotives and wagons available, no serious difficulty would arise in meeting the transport requirements, but, unfortunately, there is an abnormally large percentage of locomotives and wagons, including requisitioned privately-owned wagons, out of service awaiting repairs. Although it has been possible for the railways to make some progress in overtaking these arrears of maintenance, the shortage of materials and workshop capacity has limited severely their efforts in this respect. To supply collieries with sufficient wagons in five days to lift the normal six days' output will require a very large number of additional wagons and many additional locomotives to move the wagons to and from the collieries. If, however, clearance of the coal can be spread over six days as at present, a smaller number of additional engines would be required.

The position is likely to be aggravated by the fact that many industrial firms are turning over to the five-day week, with the result that many coal wagons will perforce have to remain under load one additional day each week-end. The priority in transit now being given to coal traffic should enable the railways to meet the requirements during the summer by improving the turn-round of wagons, but difficulties may be experienced next winter in handling a much larger tonnage when weather and other conditions are not so favourable. The Government is hoping for 89 million tons of deep-mine and opencast coal to be produced during the six months May to October, and 111 million tons during the next six months, of which about 75 per cent. has to be conveyed by rail.

Something over 94 million tons was produced last summer, and it is to be hoped that the summer "target" will not only be reached, but exceeded, so that the burden on the railways during the winter may be lightened until there is an improvement in their rolling stock position. If, on the other hand, the target is not reached during the summer months, the railways' task will be made much more difficult if the target of 200 million tons for the year is reached by additional coal being turned out during the winter months.

Prospects of Indian Railway Officers

LAST week's simultaneous announcements in Parliament and in India on compensation for members of, *inter alia*, the Indian railway services, will have relieved many of our readers of considerable uncertainty and anxiety, even if they are not yet wholly assured concerning their prospects and their pensions.

On April 30, statements were made in both Houses of Parliament and by the Viceroy in India on the extent of this compensation for the premature termination of their services in India to members of the various civil services and officers of the Forces, whose careers will be affected by the transfer of power not later than June 1, 1948.

Addressing the Lower House, the Prime Minister considered it necessary to preface his announcement by recording the precedents for compensation in the present instance. He pointed out that the principle of compensation to officers appointed by the Secretary of State for India in default of assured service was recommended by a joint select committee of Parliament before being given statutory effect in the Government of India Act of 1935. It was thus the intention of Parliament that officers whose careers and prospects were prejudiced by constitutional changes should receive such compensation as the Secretary of State might consider just and equitable. As recently as 1945 the then Secretary of State had endorsed this principle.

The Government, therefore, had considered what arrangements should be made to compensate all officers appointed by the Secretary of State for loss of career and prospects resulting from the forthcoming transfer of power.

At the same time, there was, Mr. Attlee explained, a further important point to be considered. The Government of India was most anxious to avoid the loss of experienced officers, and, therefore, had stated that it was "prepared to give to those members of the Secretary of State's services who continue to serve under government in India the same terms as to scales of pay, leave, pension rights, and safeguards in matters of discipline as hitherto," and that provision to this effect should be made in the Treaty to deal with matters arising out of the transfer of power. The passage italicised is not included in Mr. Attlee's statement as published in the White Paper, but is added in the Viceroy's announcement. The Government of India further had agreed that compensation should be payable to Indian officers not invited to continue to serve under that Government after the transfer of power, provided they could satisfy the Governor-General that past service had damaged their prospects, or that the appointments offered them were unsatisfactory in the altered circumstances.

His government, however, was of opinion that the case of the European officer differed radically from that of the Indian officer, in that, whereas the former no longer would be serving under the ultimate control of the Parliament of his own country, and his prospects would not be the same as in the past, the latter would continue to serve his own country on the same terms as before and as guaranteed by his own government, and his prospects would be improved. His Majesty's Government, therefore, had authorised the Viceroy to announce that it accepted the obligation to see that European officers—and certain special Indian officers—should receive compensation for the loss of their careers and prospects consequent on the transfer of power. It also undertook that retiring members of the Secretary of State's services in India would be secured in their rights to the leave due to them. Moreover, for many of those entitled to compensation opportunities would exist for further government employment, and the Prime Minister stressed the hope on behalf of his government that officers would avail themselves freely of these opportunities. British officers accepting such employment under another civil service of the Crown on a permanent, pensionable basis, instead of receiving compensation, would be eligible for a settlement grant of £500.

To assist the Indian administration over the difficulties of transfer of power and minimise the loss of experienced officers, any who were invited to continue in service would be guaranteed by His Majesty's Government the compensation to which they were entitled if they desired to retire at any time after the transfer of power. The amount of such compensation would be determined by the age or length of service of the officers on

the dates on which active service ceased, and service rendered both before and after June, 1948, would be taken into account; compensation would be payable in addition to such retiring or proportionate pension as was due. The officers concerned had the assurance of His Majesty's Government that they would receive the monies to which they would become entitled. Compensation would be admissible to those retiring before the final transfer of power only if the Government of India considered it desirable in the public interest.

Mr. Attlee then went on to announce that the Government of India accepted liability for pension and proportionate pension earned by service under the Secretary of State, whether by civilians or members of the Defence Services. In parentheses at this point, it is necessary to stress the importance of Mr. Butler's subsequent question in the House. He asked: "In the event of the present Government of India not being the government to which power would be transferred, could the Prime Minister give an undertaking that the succession government or governments would accept similar liabilities?" As some form of Pakistan now seems likely to develop, there will be probably at least two governments in India, and in any case the position generally needs clarification forthwith. Mr. Attlee's reply to Mr. Butler was that this was a matter that would have to be dealt with in making the general arrangements for transfer, and that he had the present Indian Government's assurance in so far as it could speak for affairs in India. We feel that present and prospective pensioners will agree with us that this reply is not altogether convincing or reassuring, but for the time being it is probably all that can be expected short of a guarantee by the Government that, whatever happens in India, pensions will continue to be paid to officers who, it should be remembered, were appointed by its predecessors' Secretaries of State.

In conclusion, the Premier announced that his Government had authorised the Viceroy to issue a White Paper* on the whole subject, containing tables showing the scales of compensation for the various services affected. Those for the Railway Services are quoted below. Mr. Attlee said he hoped to make an early statement on compensation for the services in Burma.

In the table below it will be noted that railway officers appointed by the Secretary of State are to receive compensation based on age on date of retirement and not on period of service, as in the case of the Indian Civil Service.

COMPENSATION FOR RAILWAY OFFICERS
APPOINTED BY SECRETARY OF STATE

Age last birthday	Amount £	Age last birthday	Amount £
24	375	39	6,000
25	750	40	5,625
26	1,125	41	4,875
27	1,500	42	4,500
28	1,875	43	4,125
29	2,250	44	3,750
30	2,625	45	3,375
31	3,000	46	3,000
32	3,375	47	2,250
33	3,750	48	1,875
34	4,125	49	1,500
35	4,500	50	1,125
36	4,875	51	750
37	5,250	52	375
38	5,625	53 & over	Nil

Briefly, therefore, railway officers appointed by the Secretary of State and now serving in India may be offered continuance of service on the same terms as heretofore. If their services are no longer required or they decide to retire (a) on transfer of power or (b) after assisting the Indian administration over the difficulties of transfer, they will be entitled to compensation according to the scale above in addition to the pensions due to them.

Such compensation, however, will be replaced by a settlement grant of £500 in the event of a retiring officer accepting alternative permanent, pensionable services under the Crown. It should be noted that His Majesty's Government guarantees only the compensation or settlement grant, whereas the word of the present interim Government of India is the only security at present offered for the payment (1) of emoluments to those continuing in Indian service, and (2) of all pensions.

* Cmd. 7116. "India—Compensation for the Services." H.M. Stationery Office. 3d.

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

Tube Train Destination Boards

London, S.W.1. May 2

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Although the train indicators on London Transport tube stations are satisfactory for passengers waiting on the platforms, they do not meet the needs of a passenger emerging hastily from a subway after a train has come to rest. It is then too late for him to see the destination board on the front coach, and in the hurry to get in before the doors close he may well miss the illuminated sign on the platform, particularly at a station strange to him. It seems that this difficulty would be overcome if tube trains carried destination boards on the sides of the coaches, and not merely on a panel at one end of the vehicle, but displayed in a central position, main-line fashion.

At the present time one may join a Bakerloo Line train at Charing Cross, for example, and be unaware whether it is bound for Watford or Stanmore. The maps inside the carriages, of course, show both destinations, so that there is no help there. It is true that announcements are made from the platform at Baker Street, and this may be so elsewhere, but they are easily missed by travellers inside the train during the rush-hour turmoil.

Yours faithfully,

COMMUTER

Private and Public Enterprise

London, W.5.

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The Minister of Transport announced in Parliament, on the Report stage of the Transport Bill, that the British Transport Commission eventually will not be a full-time statutory body, but will meet as required to approve policy. This is a lamentable decision which augurs a dismal future for British railway travellers, because part-time boards inevitably relapse into a state of self-satisfied inertia from which it is impossible to rouse them. Take two examples in different spheres of public business.

London water, as is well known, is one of the hardest; it is hard on the physical organism, and it also causes extravagant material waste in the use of soap and washing of textiles. Many small water undertakings in this country, in similar circumstances, have installed water-softening plants for the benefit of their consumers. But not so the Metropolitan Water Board. In reply to an enquiry to that Board as to why no steps have been taken to soften London's exceptionally hard water, the following slothful reply was received: "The Board does not undertake to soften water."

The second example is that of the London Passenger Transport Board. Fifty years ago a worthy American citizen named Yerks conceived and constructed a system of peashooter-size tubes under London for the passage of rolling stock of diminutive dimensions. These little tubes have proved inadequate for the past 20 years or more. Instead of taking steps, however, to enlarge them to meet the increased traffic, all that the Board has done is to aggravate the conditions endured by the travellers by projecting its little trains into London's new outer suburbs without increasing the carrying capacity of the rolling stock or the length of the trains, and, as a consequence,

it has destroyed the former efficiency of the inner area by congestion.

By contrast, we have the private enterprise of the Southern Railway under the galvanic stimulus of successive General Managers. These men constantly and resolutely have grappled with the problem of the increasing traffic, and the latest electric trains of 10 coaches provide seats for 1,150 passengers with ample standing room for at least another 500.

By Clause 3 of the Transport Bill it is stipulated that the Transport Commission "shall levy such fare, rates, tolls, dues and other charges as to secure that the revenue of the Commission is not less than sufficient for making provision for the meeting of charges properly chargeable to revenue, taking one year with another." It can be foreseen that any future request to the Commission will be met with the similar standpoint taken up by the Metropolitan Water Board as to water softening, and it may read: "The Transport Commission does not undertake to improve travelling facilities; the Commission is only obliged to pay its way." Alas! for London's future travelling comfort, and, in fact, the travelling comfort of the whole Kingdom.

Add to the above considerations our experience in a Socialist State that the populace is not to be permitted overmuch food, heat, pleasure, and recreation, but is to bite on the iron, it is conceivable that to balance the revenue and expenditure of the Transport Commission the railway services operating in two years from now will be but half the present volume—certainly only half that of 1938.

Yours faithfully

JAMES FRASER

[Our correspondent is not quite correct in his criticism of the London Passenger Transport Board. The latest rolling stock has greater carrying capacity, largely as a result of extra provision for standing passengers. The length of trains is governed by platform length, but on the Central Line station platforms were specifically lengthened to 427 ft. to accommodate eight-car trains.—ED. R.G.]

Reservation of Seats

Martin Mill. May 6

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The Minister of Transport has issued an edict that reservation of seats on trains is to cease in June, just when the existing arrangements would have been most helpful, both to the travelling public and to the station staffs. When protests naturally reached *The Times*, Mr. J. R. Hind, of the British Railways' Press Office, dutifully explained that the replacement of an orderly system by chaos at high pressure was unavoidable. Could there be a better example of the ineptitude to which our railways have been reduced by Government interference with management?

Inevitably the ordinary trains will be filled to overflowing this summer, and the companies will be compelled to run reliefs as they have done in past years. Why should not the reservation of seats be continued until the ordinary trains are fully booked? Casual travellers could then be left to take their chance in the relief trains. This would ensure an easy journey for those who have booked in advance instead of subjecting everyone to the discomfort of queues and the resultant scramble for seats or standing room. The suggested arrangement would be in line with the practice of the motor-coach proprietors, and would go some way towards rationing travel.

Yours faithfully,

MAN OF KENT

Publications Received

New Developments in Railway Modelling: Recent Tendencies, New Designs and Useful Guidance. By Edward Beal. London: Adam & Charles Black Limited, 4-6, Soho Square, W.1. 9 in. x 6 in. 268 pp. Illustrated. Price 15s.—Besides dealing with recent developments in railway modelling, the author has put forward numerous new designs and ideas on a variety of aspects, and gives useful guidance to the constructor. The need for certain standards, which led to the setting up of the British Railway Modelling Standards Bureau, is dealt with, and the B.R.M.S.B. Standards for "O" gauge and for 3.5 and 4 mm. scales are set out. In discussing some of the advantages of the smaller scales, "OO" and "HO" gauges are shown as not necessarily being a last

resort because of space restrictions, but rather, where there is fairly liberal space, as giving an opportunity for a more ambitious layout. Many aspects of railway modelling are covered and are profusely illustrated. The book concludes with a suggested schedule of work for model-railway owners; the schedule covers each month of the year, and the idea is to sustain a regular and completed course of maintenance.

Beetle Bonded and Tego Bonded Plywood.—Before the war, plywood was known to the ordinary man as cheap and handy material which could be used for a great variety of purposes, but, although plywood could claim a wide field of application, it was never intended for service out of doors or for long exposure to damp or humidity. So well known was this parti-

cular characteristic that it came as a surprise to many people to learn that our record-breaking aircraft were built largely of plywood. Tego resin film or Beetle cement were the bonding agents largely used by manufacturers of this wartime high-strength product. What these materials accomplished during the war, and how they are being applied to post-war needs, are described in an illustrated folder issued by the Beetle Trading Corporation Limited, 14, Waterloo Place, London, S.W.1, which firm is the sole distributing agent for Tego and Beetle products in the United Kingdom. Tego resin films are made by British Tego Gluefilm Limited, an associate of the Micanite & Insulators Co. Ltd., Walthamstow, London, E.17, and Beetle cements are made by Beetle Bond Limited, an associate of British Industrial Plastics Limited, 1, Argyll Street, London, W.1.

The Scrap Heap

"DEPLORABLE"

"They [our railway services] are indeed deplorable."—Lord Walkden in the House of Lords.

Might not the same be said of the services rendered by the Ministry of Food, the Ministry of Fuel & Power, and a good many other Government departments?

TWO DAYS FROM BIRMINGHAM

Railways are sometimes criticised for late train running, but they cannot compete with the Post Office. On Friday morning last we received a letter from Birmingham which had been posted on the previous Wednesday, and which contained a statement of the arrangements for the Press pre-view on the former day of the British Industries Fair.

SEAT RESERVATIONS

In *The Times*, two correspondents protest against the withdrawal of booking facilities for seats in trains during the summer holiday season. Mr. Lawn contends that such withdrawal could only be justified by an increase in train services which would make them no longer necessary. The railways are well aware of the discomfort which will result from the withdrawal of seat reservation, but in view of the decision of the Government that in order to save coal the scheduled passenger train services must be reduced by 10 per cent, compared with last summer, the available accommodation precludes the continuance of seat reservations.

The public may rely on the railways providing the best possible service for passengers irrespective of whether they are travelling for business, holiday, or other

Charles S. Lake Memorial



Bookplate for inclusion in the small library of the Institution of Locomotive Engineers, purchased with a donation made in 1943 by "The Railway Gazette" in memory of the late Charles S. Lake, a member of our editorial staff from 1917 to 1942

reasons, but, as announced by the Minister of Transport in the House of Commons on March 31, the reduction of train services is bound to cause inconvenience to the travelling public.—John R. Hind, *British Railways' Press Officer*, in a letter to "The Times."

Has the Travel Association nothing to say about the withdrawal of reservation facilities on trains? Is this the latest move to encourage tourists? Other European countries in worse difficulties than ourselves retain this facility, realising that it is a necessary feature of the tourist trade.—R. J. Harrison Church, in a letter to "The Times."

100 YEARS AGO

From THE RAILWAY TIMES, May 8, 1847

PARIS in FOURTEEN HOURS from LONDON.—QUICKEST AND CHEAPEST ROUTE. The BOULOGNE and AMIENS RAILWAY is OPENED to ABBEVILLE. Travellers can now take advantage of the NORTHERN of FRANCE LINE in union with it, and dispense with the tedious road journey.

The time is now as follows:—

By the South-Eastern Railway, from London-bridge to Folkestone	2½ hours.
By steamer, from Folkestone to Boulogne	12 "
Boulogne to Abbeville, by the malle-poste	44 "
Railway from Abbeville to Paris	54 "

Total

14 hours. The express trains of the South-Eastern Company reach Folkestone from London in two and a quarter hours. The steamer crosses in one and three-quarter hours. The malle-poste occupies four and a half hours in the journey from Boulogne to Abbeville, and Paris may be reached in five and a half hours by the railway from Abbeville.

The Transport Bill

TRANSPORT TRAVESTY

At 9.30 on Wednesday evening, the guillotine fell on the Report stage of the Transport Bill; guillotine then gave place to steamroller, and the remaining Government amendments were pushed through, amid scenes of indignity and disorder. . . .

As it is, the Bill goes to the House of Lords drafted in isolation, discussed in haste, and amended in few important matters of principle.—From "The Economist."

"DRAMATIC FARCE"

During Monday and Tuesday's languors the House paid in advance a heavy price for the dramatic farce produced by A. P. Herbert on Wednesday night. At 9.30 the guillotine severed the body of the Transport Bill somewhere just above the waistline; thirty Tories, who had been saving their lungs for this moment, held a well-organised wake over the dismembered corpse. This was good enough no doubt for the public outside—for whom it was staged. But in the Chamber itself the effect was spoilt by the fact that the Tories had very obviously strung out their speeches on the earlier clauses in order to leave as many as possible to be voted on

without debate, after the closure. In this way they hoped to "prove" that the Bill was being rushed through without adequate discussion.—"Phineas" in "The New Statesman."

M.P.'S PROTEST

The following letter appeared in *The Times* on May 2:—

SIR,—We, the undersigned Conservative, Liberal National, and Independent members, desire the public to know that no opportunity was given to us to discuss over 200 amendments to the Transport Bill owing to the fact that the Government imposed the guillotine. The protest we were able to make was to vote against a number of amendments without calling their merits in question. The arbitrary action of the Government in precluding elected representatives of the people from discussing vital amendments to this important Bill is, we maintain, contrary to the principles of Parliamentary democracy.

MAX AITKEN, MICHAEL ASTOR, TUFTON BEAMISH, WALTER BROMLEY-DAVENPORT, MALCOLM BULLOCK, HERBERT W. BUTCHER, EDWARD CARSON, WILL Y. DARLING, RUPERT DE LA BERE, PATRICK DONNER, ERIC L. GANDAR DOWER, G. B. DRAYSON, W. S. DUTHIE, GIFFORD FOX, HUGH FRASER, IAN FRASER, A. P. HERBERT, SAM G. HAUGHTON, J. STANLEY HOLMES, J. LANGFORD HOLT, ROWLAND JENNINGS, GEORGE LAMBERT, NIAL MACPHERSON, ANTHONY MARLOWE, JOHN S. P. MELLOR, T. C. R. MOORE, JOHN MORRISON, H. R. SPENCE, WILLIAM TEELING, W. M. F. VANE, M. J. WHEATLEY.

LORDS AND TRANSPORT BILL

What the Lords will do to the Bill it is premature to canvass, but its progress through the Upper House will be followed with great interest. One prediction, however, can safely be made. There will be no outright rejection of the measure. The Conservative peers put Milneresque heroics and the damnation of the consequences behind them 35 years ago. They have learned wisdom. That has been conspicuously evident in their whole conduct so far during this Parliament and especially in their dealings with previous nationalisation Bills. The question that remains to be answered is: How far will they go in amending the Bill?—*The Parliamentary Correspondent* of "The Manchester Guardian."

DELAY IN THE "LORDS" ?

The Government is determined to get its Bill, but a great deal now depends on the House of Lords. . . .

It has been forced through the Commons under the guillotine and large sections of it have passed without discussion. The Government has no majority in the Lords to enable it to force the pace. The Lords, I understand, mean to submit the Bill to detailed scrutiny. They will devote special attention to the parts which were guillotined in the Commons.

The Government spokesmen in the Lords are likely to appeal for a quick passage of the measure, but the peers object to being rushed. They will probably be asked to sit late to get the Bill through.

Much more important will be the amendments they make on it. These are expected to be numerous. The amended Bill will have to be sent back to the Commons, who will decide whether to accept or reject the Lords' changes. If they reject, the Bill returns to the Lords, and this process can continue.—William Alison in "The Evening Standard."

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

CANADA

Freight Service Diesel Trial

A 1,500-h.p. diesel-electric locomotive, hauling a fully-loaded 35-car freight train, recently concluded a 3,260-mile test run on the C.N.R. A dynamometer car was included in the train for recording the performance over a route which was planned to tackle some of the steepest gradients and most exacting conditions on the C.N.R.

The new locomotive has a 12-cylinder, turbo-supercharged diesel engine, supplying power to four motors, each geared to an axle. The tractive effort at starting is 57,000 lb., and a maximum speed of 65 m.p.h. can be attained.

Railway to Tap Iron Ore Deposits

A Bill to incorporate the Quebec North Shore & Labrador Railway Company passed the Senate Railway Committee on March 27 without amendment. The railway, which probably will cost \$60,000,000, will run from the St. Lawrence River, through the rich iron ore fields of north-eastern Quebec and Labrador, and up to Ungava Bay in the Hudson Straits. It will be the largest railway undertaking in Canada since the 1920s, when the two major Canadian railways opened up large numbers of branch lines in the West, and it may take 10 years to complete. As recorded in *The Railway Gazette* of April 11, the railway will be built by the Hollinger North Shore Exploration Company, which has been granted exploration and mineral rights in the Ungava district.

The securities of the company, according to the Act, are not to exceed the cost of the railway construction or under contract to be constructed. Within five years of the granting of the charter, the company must begin construction, and the railway has to be completed within ten years after the charter has been issued. The capital of the company is \$2,000,000, and its head office is in Montreal. Extensive iron ore deposits have been found on the borders of Labrador and Quebec, roughly half way between the north shore of the St. Lawrence and Ungava Bay, at the headwaters of Hamilton River. The direct distance from the St. Lawrence is 317 miles, but the railway distance connecting the deposits with tide water prob-

ably will be 350 miles, because of the uneven terrain. The St. Lawrence end of the line will be between Rivière Moisie and Rivière Marguerite. Since deposits are on both sides of the Labrador-Quebec boundary, a charter will be required also from the Newfoundland Government.

L.M.S.R. Officer's Visit

Mr. W. P. Bradbury, Chief Commercial Manager, and Mr. A. J. Pearson, Assistant to the President, L.M.S.R., arrived in Montreal on April 11. Mr. Bradbury is reported as having said that this was not the time for tourists even to consider a trip to Britain or the Continent, for the railways could not even cope with the present amount of traffic under the existing restrictions. He was confident, however, that Britain would overcome her difficulties. Shortages, especially coal, and the most severe winter in 50 years, had accentuated the economic struggle.

Mr. Pearson described the British Transport Bill as a "most hazardous step into the unknown." The Bill would nationalise everything in the way of transport with the exception of coastwise shipping, and air lines had been nationalised already with the exception of charter flight companies.

UNITED STATES

Railway Publicity by Television

The "travel on credit" plan operating on the Missouri-Kansas-Texas system (see *The Railway Gazette* of March 28) was the subject of a one-hour television programme broadcast recently from St. Louis. Between the acts of a play illustrating how the plan operates, Mr. Donald V. Fraser, President of the system, and Mr. J. F. Hennessey, Jr., Vice-President in charge of traffic, appeared before the television cameras to explain details of the arrangements.

Financial Explanations for Staff

A 24-page booklet, illustrated with coloured cartoons, has been issued to employees of the Illinois Central Railroad in order to explain what happens to the money which the system earns. The text says: "We took in \$215,443,216. We paid out \$207,980,641. The \$7,462,575 remaining—and more—was spent for new equip-

ment and other additions to the property, leaving nothing from current earnings for the stockholders." Reviewing expenditure, it is shown that every dollar on outlay was made up of 52½ cents for wages, 28½ cents for material and equipment, 10½ cents for taxes, 4½ cents for interest, and 3½ cents for all other purposes.

EIRE

Prefabricated Concrete Messrooms

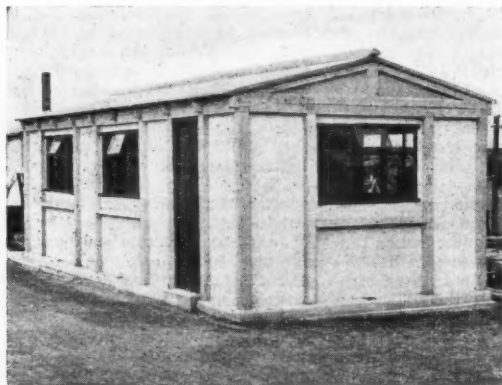
Brief details were given in *The Railway Gazette* of October 11, 1946, of the concrete messrooms erected by C.I.E. at places where there is a heavy seasonal traffic. Reinforced concrete is used throughout in these structures, which can be produced in almost any size to suit particular requirements. Typical applications are as a watchman's hut, a tool house, a messroom, or a small bungalow, offering three-room sleeping accommodation.

The building has proved itself completely watertight, and represents the farthest point reached in Ireland in prefabricated work with reinforced concrete. The inside measurements of the messroom are 25 ft. 7½ in. by 11 ft. 3 in., and the height is roughly 8 ft. 6 in. It is constructed in 15 single sections and five double sections, which constitute the windows and one doorway. The slabs used for sides and gables are 1½ in. thick, and are supported on the ground by plinths and heavy posts. Every part of the structure is interchangeable with the exception of the roof, upon which the slabs are supported by trestles specially designed for each size of building. The entire structure is put together without the use of mortar or fresh concrete at any part, but for a complete finish the joints may be sealed temporarily.

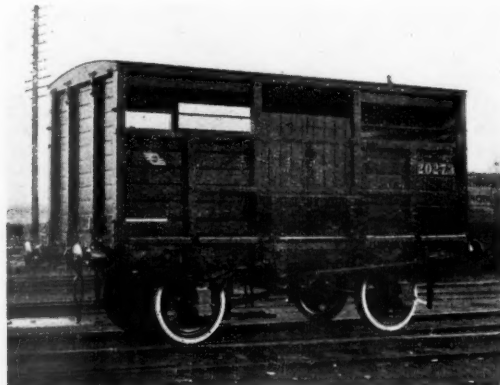
New C.I.E. Cattle Wagons

The building of 200 new and improved cattle wagons is being undertaken by C.I.E. Although there is a shortage of wagons of all types, priority in building is being given to the needs of the livestock trade. The new wagon is longer than the old—17 ft. against 14 ft.—and the wheel-base is 10 ft. against the former 8 ft. 6 in. The wagon is all of timber, except for the roof, which is aluminium. Timber is being used at present because enough steel cannot be obtained. If steel becomes available, the wagons will be all-steel.

Inspection of the cattle has been made easier in the new wagon by re-spacing the boards at bottom and sides; and ventila-



Prefabricated concrete messroom



Enlarged and improved cattle wagon

tion also has been improved. The floorboards have been widened to extend over the framing of the wagon, and so facilitate the washing and disinfecting which must be carried out after each journey. Loading will be made easier by the rather wider falling board. The first batch of 200 wagons is being built at the rate of 22 a week.

SOUTH AFRICA

Goods Traffic at Prospect

Part of the new goods station now being built at Prospect (see *The Railway Gazette* of August 23) was opened to deal with received traffic from Port Elizabeth and Durban in September last year. Since the middle of December, an average of 120 wagons has been off-loaded daily at Prospect, all of which otherwise would have had to be dealt with at Kazerne, but the volume of goods traffic in Johannesburg is still increasing, and thus cancelling out some of the advantages gained from the partial availability of Prospect.

During the first month that Prospect was brought into service, the average number of wagons off-loaded daily was in the neighbourhood of 60. Since then, imports have increased, and with the diversion of all sawn-timber traffic to Prospect, the original daily figure has now been doubled. During last January, 3,207 wagons were dealt with, the record for one day being 154.

From a railway operating viewpoint, the opening of accommodation at Prospect has reduced the standing time of wagons in yards, and has assisted in relieving congestion both at Kazerne and Braamfontein, by permitting a quicker turn-round of empties, and providing more yard and platform space. It has eased traffic problems also, in the busy central Reef area, since all trains for Prospect are diverted either through Germiston, Elsburg, or Langlaagte. Prospect is being operated at present as an integral part of Kazerne, which is the largest goods depot in the Union, handling an average of over 1,000 wagons a day.

INDIA

Developments in Morvi State

The Maharaja of Morvi State has embarked on an internal transport development policy, to be implemented at a cost of £1,300,000 in the next 15 years. The State possesses already 172 miles of metre-gauge railway, and 58 miles of narrow-gauge lines, to which it is hoped to add 109 miles of new alignment at a cost of £740,000 within the next 5 years.

New Station for Jubbulpore

Jubbulpore railway station is to be rebuilt on modern lines at a cost of £90,000. The new station will be constructed on the site of the present goods station, which will be moved to Madan Mahal, a suburb two miles from the station. The new building will have island platforms, connected by subways.

Amendment of Indian Railways Act

A Bill to amend the Indian Railways Act of 1890 has been introduced into the Central Assembly. The main object of the Bill is to amend provisions concerning hours of employment, and to bring the 1890 Act into line with the Factories Act, 1934. Under the earlier Act, hours of employment are restricted to 60 a week for "continuous" workers, and 84 a week for those whose employment is considered intermittent. By the Factories Act, 1934,

hours of work for corresponding categories of employees are limited to 48 a week and 8 a day.

Dr. John Matthai, the Railway Member, said that many of the matters covered by the Bill were at present under examination by an adjudicator, whose award had yet to be published. The Bill was referred to a select committee.

MANCHURIA

The Civil War and the Railways

The main line from Mukden to Changchun (Hsinking) the capital has been cut by fighting between the Chinese Nationalist troops and the Communists, the latter controlling all lines north of the break. The Nationalists, however, have recovered most of the more important lines in Manchuria, though they are working them with difficulty owing to their being constantly harassed by Communist forces. Military guards in pill-boxes are posted at distances apart of not more than a mile, as well as at all bridges and stations. Trains are run at slow speeds, in daylight only.

Lack of Rolling Stock

The Nationalists, moreover, are handicapped, as they have in their possession only about 200 locomotives and 300 passenger vehicles, out of ten times those numbers in the country before the war. What is worse, only about 100 and 150 are serviceable. Of the 30,000 goods vehicles used by the Japanese, only about 900 are available to the Nationalists. Some 800 km. of track are stated to have been removed by the Soviet forces, presumably for laying connections with the Siberian lines. A vast number of wagons also has disappeared, probably loaded with equipment taken from Manchuria to U.S.S.R. frontier stations.

Temporary Replacement of Blown Bridges

An undamaged bridge is exceptional, much of the destruction having been caused in the civil war, though the retreating Japanese did their share. As a rule, temporary diversions have been laid across the dry or nearly dry river beds. In some places, sleeper-crib temporary viaducts have been erected, on or beside the damaged girder spans and other debris, to replace dislodged permanent spans. Most of the sleepers in marshalling yards have been removed to provide material for the numerous temporary crib structures up and down the country.

BRAZIL

Suburban Electrification

The necessity of electrifying the San Paulo suburban area of the Central Railway has been recognised for some time, and under the administration of Colonel Alencastro Guimaraes, a loan was negotiated with the Caixa Economica for this purpose. Preliminary steps were taken in the ordering of material, and it was decided to purchase rolling stock locally, since early delivery of imported items was problematical, and estimates received from the local firm of Trajano de Medeiros offered advantages compared with those from abroad.

Difficulties arose, however, in the delivery of material for the overhead installation, and these have been overcome only recently. Tenders for erecting the installation were called for, however, and the work now has been entrusted to the Empresa Brasileira de Ferrovias Ltda.,

after approval by the Minister of Transport. The work consists of erecting standards, contact wires, and transmission lines between Roosevelt and Mogy das Cruzes; and over the deviation between Engenheiro S. Gualberto, Calmon Viana, and Poá. By the terms of contract, the first section, from Roosevelt to Itaquera, must be ready within 12 months; the second section, from Itaquera to Mogy das Cruzes, inside 16 months; and the third section, namely, the Poá deviation, within 21 months of date of commencement.

Twenty train sets, comprising 60 all-steel coaches similar to those in use on the Rio de Janeiro suburban service, are to be built by the firm of Trajano de Medeiros. The overhead installation will be erected along existing lines, but provision will be made for future duplication and quadrupling. The section between Roosevelt and S. Gualberto will have four electric tracks from the outset. All station yards will be improved, and subways or bridges will be built where necessary. It is probable that only one class will be adopted, and that fares will be paid at platform entrance turnstiles, thus eliminating the issue of tickets.

ITALY

Conditions on Trans-Appennine Route

It is hoped that the 149-mile Rome—Pescara trans-Appennine single-track line will be reopened to traffic throughout during this month. At present, only certain sections of the line are operating. The line was electrified before the war, but electric traction has been restored so far only between Rome, Mandela, and Tagliacozzo, a distance of 56½ miles. All through trains are third class only, with some of the accommodation in covered goods wagons. Only certain local trains between Rome and Mandela (32.8 miles) convey second class passengers, and there are no fast trains over the "long-distance" section between Rome and Avezzano. On the Avezzano—Cocullo section, only mixed trains are worked (three a day each way). Traffic on the Sulmona—Bugnara and Sulmona—Popoli sections consists of two trains each way on Saturdays only.

FRANCE

"Simplon-Orient" to Istanbul

The "Simplon-Orient express" was extended from Sofia to Istanbul on April 30, and now leaves Paris for Istanbul on Mondays, Wednesdays, and Saturdays. Return journeys are made on Tuesdays, Fridays, and Sundays. As from May 3, the "Simplon-Orient Express" has left the Gare de Lyon at 9.25 p.m., instead of 8.10 p.m. The "Orient Express" departure from the Gare de l'Est has been changed from 8 p.m. to 7.45 p.m.; and the "Arlberg-Orient Express" now leaves the Gare de l'Est at 10.45 p.m. instead of 9.55 p.m.

New Coaches for 1948

The S.N.C.F. announces that 350 new passenger coaches are under construction, and will be placed in service early in 1948. They comprise 75 first and second class vehicles, 75 second class sleeping cars, and 200 third class coaches. The third class stock will differ little from the existing type except in decorative details. In the first and second class compartments, the seating will be more comfortable, and the first class coaches will have fluorescent tube lighting. Prototypes of these vehicles soon will be running between Paris and Marseilles for trial purposes.

The Commonsense of A.T.C.

A suggested line of development based on G.W.R. practice

(From a correspondent)

AUTOMATIC train control is a subject in which perennial interest is aroused as the result of some accident which might have been prevented or mitigated if A.T.C. had been in use. But although everyone pays lip-service to the general desirability of progress, there is no agreement as to the best method of achieving it. Meanwhile, preventable accidents continue to occur.

The purpose of this article* is to look at the problem in a realistic and commonsense manner, starting with basic principles. Broadly, and apart from material failures or derailments, the chief causes of train accidents can be classified as:—

(a) Failure of the signals correctly to reflect (i) the position of points, (ii) the occupation of the track ahead.

(b) Failure of the driver (i) to see, (ii) to identify correctly the signals.

(c) Failure of the driver to obey the signals.

The progress made, in the course of a century's operating experience, towards eliminating these potential causes of accidents can be summarised as follows:—

(a) The problem arising from (i) has been virtually solved for many years by interlocking; that under (ii) is being solved gradually by track-circuiting, though the latter is far from being universal and progress may be considered to be unsatisfactorily slow.

(b) This is covered as to (i) mainly through the replacement of semaphores by colour-light signals; and as to (ii) by the improvement and simplification of practice, either by installing single lights with route-indicators instead of multiple semaphores, or by approach lighting—and to some extent also by the adoption of three- or four-aspect signals, giving more detailed information to drivers.

(c) This remains to be covered; at present it still depends chiefly on the standards of training and discipline among the men. The only company which has gone any way to provide mechanical safeguards is the G.W.R. (The L.M.S.R. also has done so on one section of route).

In short, a century's development has nearly all been directed towards providing greater assistance and mechanical safeguards for the signalman. The driver is receiving some assistance in reading signals, but no mechanical safeguards against the failure of the human element.

The basic requisites of any system of positive connection between signals and locomotive (that is, of A.T.C.) are:—

(a) That it shall be reliable, simple, and robust in construction.

(b) That it shall not be too costly to instal or maintain.

(c) That it shall be adaptable to semaphore or colour-light signalling, shall not depend on the existence of track-circuiting, and shall be applicable to electrified and steam-operated areas alike.

The prime purpose of A.T.C., no doubt, is to give a warning at the distant signal, the point at which, according to long-established practice, audible warnings are given by detonators when visibility is very bad. At the same time, there seems to be little doubt that there have also been many cases in which an accident would have been prevented had a positive brake application been given on passing a stop signal at danger. These include instances where drivers in foggy weather have been

duly warned by detonators at the distant signal, but have misjudged their position and have over-run the stop signal; and cases where drivers (either through carelessness or a misunderstanding) have started their trains in face of an adverse starting signal.

It is hard to know, therefore, why some authorities consider that the distant signal warning is all that is necessary. In any case, a driver (or guard) on observing that he is inadvertently passing a stop signal at danger, immediately should make a full emergency brake application, so that the objection to this being done automatically is hard to follow.

It is, of course, just possible to conceive of situations in which safety would be diminished by a full brake application on passing a stop signal; for example, a divided freight train where the second portion was threatening to over-run the first, or a train of vehicles on fire where the driver was endeavouring to move the burning vehicles clear of the others.

In such cases, however, it should be possible for an emergency whistle code to indicate to the signalman that the driver required the signal to be pulled off as a matter of urgency—as would be done in the case of a freight train out of control on a falling gradient.

The chief existing types of A.T.C. are either continuous or intermittent. Continuous A.T.C., or visual cab-signalling based on coded track circuits or other inductive electric methods, giving a continuous indication of the state of the track ahead, is probably the theoretical ideal. But it seems unduly costly in relation to the additional protection it offers in a country such as Great Britain, where the system of telegraphic block signalling and the provision of fixed signals already is highly developed. It can be applied more economically and easily to lines which are being converted from a primitive despatching system, as in such cases the installation of fixed signals can be avoided.

The intermittent systems in use comprise (a) a simple moving-arm trip-cock at the stop signal; or (b) a warning at the distant signal, (i) by means of a fixed ramp, which is either electrified or dead according to the position of the signal (for example, the G.W.R. "contact" system); (ii) by induction using electro-magnets (for example, the Hudd or other "non-contact" system).

The trip-cock, consisting of a movable trigger which, when the signal is in the "on" position, operates a valve on the locomotive so as to give a full brake application, is widely used on the electrified lines of the L.P.T.B. It is nearly always assumed that it would be entirely unsuitable for main-line conditions. The argument is that damage to the apparatus would be likely after it had been operated a few times at high speeds, and also that a full brake application might be undesirable in certain circumstances.

It should be remembered, however, that steam locomotives working over L.P.T.B. electric lines such as the East London Railway are all fitted with the trip-cock, locomotives not so fitted being prohibited from operating on such sections.

Moreover, it is only in exceptional circumstances that there should be any contact between the ground apparatus and the locomotive, as cases of overrunning

stop signals are, fortunately, rare. In this respect the system differs from the type of warning based on the distant signal, which must be constantly making contact between ramp and locomotive. The objection to the standardisation of trip-cocks therefore is rather unrealistic.

Even if it is accepted that it would be undesirable to fit trip-cocks in positions where they might be required to operate at high speeds, there would seem to be a wide field of usefulness for their installation at positions such as exits from bay platforms, or at the ends of running loops leading to main lines. They can be used also as safeguards against speed limits being exceeded at the approach to sharp curves, facing points, etc. In such cases they would be operated by a track-circuit situated a fixed distance to the rear of the trip-cock. A time-lag would be arranged between the occupation of the track-circuit and the lowering of the trip-cock. If the train was exceeding the permissible speed, it would reach the trip-cock before it had been lowered, and the brakes would consequently be applied.

The G.W.R. has made exhaustive trials with the contact ramp system giving a "clear" or "danger" indication at the distant signal (the latter being accompanied by a partial brake application) which has now been extended over the whole of its main lines. There is no information of any serious drawbacks arising in practice, although no doubt in theory a non-contact system is preferable.

The merits of the G.W.R. system would appear to be:—

(1) It is already installed over a substantial proportion of British main lines. Any system that is adopted in future presumably will become the standard for the whole country, and therefore it will have to show very substantial advantages over the G.W.R. method if it is to justify the scrapping of the entire G.W.R. installation in favour of an alternative system.

(2) Strength and simplicity in the apparatus, leading to reliability and cheapness.

(3) The system is now based on warning at the distant signal; but is capable of adaptation without undue expense to give in addition a full brake application at the stop signal.

(4) The system is capable of adaptation to colour-light signalling, although it is not practicable to differentiate between the single-yellow and the double-yellow aspects.

The Great Western type of installation undoubtedly requires supplementing by control at the stop signal; and this might be done by adding a mechanical trip-cock. An alternative would be to use a second type of ramp, offset from the centre of the track, and making contact with a different pair of shoes on the locomotive, to give the braking effect at the adverse stop signal.

The G.W.R., however, is developing yet another method, which enables the central ramp to give three indications; one when the ramp is "dead," another when it is charged with positive electricity, and a third when it is charged with negative electricity. This method has the disadvantage that, unlike the existing system, it requires a battery to be carried on the locomotive and involves more complications.

To sum up: if this country is not going to contemplate the more costly and complicated systems of A.T.C. developed in the U.S.A. and elsewhere, such as continuous cab signalling or variable speed control, then there would seem to be no valid

(Continued on page 480)

Central Line Extension to Leytonstone

London Transport tube trains were extended last Monday over a new tube section and a portion of L.N.E.R. electrified line. Steam services to Liverpool Street have been replaced



Leytonstone Station

ON Monday last, May 5, the London Passenger Transport Board brought into public service the new tube line between Stratford and Leyton (which has been used regularly for reversing trains since the opening of the Central Line to Stratford last December), and extended the Central Line service to Leytonstone. Between Leyton and Leytonstone the tube trains run over the newly-electrified line of the L.N.E.R., as shown on the accompanying diagram.

In connection with this extension, the L.N.E.R. steam train service from Loughton, Epping, and Ongar has been curtailed at Leytonstone, and no longer runs into Liverpool Street. The whole of this steam-operated L.N.E.R. passenger service will be eliminated as further sections of the line are brought into use for electric tube train service. It is hoped that the Central Line service to Newbury Park and Woodford will be working by the end of the present year.

Between Leytonstone and the central parts of London there is an intensive service of 550 underground trains a day, maintaining a three-minute headway in the morning and evening peak hours, and a five-minute headway during the rest of the day.

Ingenious Construction

Immediately beyond the interchange platforms at Stratford, which were brought into service last December, the lines dive at steep gradients under the four main tracks of the L.N.E.R. main line, and this necessitated an ingenious type of construction. The normal type of cut-and-cover was not possible, nor was it possible to use compressed air so near the surface as would have been necessary in standard circular tube construction. The four main L.N.E.R. tracks were therefore carried on rolled-steel joists and waybeams supported on sleeper grillages. Then, below the floor level of the future cut-and-cover construction, two 7-ft. circular tunnels were driven in compressed air at 16 ft. 2 in. centres. Between them, a further tunnel was driven, lined top and bottom with cast-iron segments connected to the 7-ft.

side tunnels. All these tunnels were then filled with concrete to the extent necessary to form the track bed and the lower part of the retaining walls, after which the top cast-iron segments were removed and the reinforced concrete walls of the tunnel gradually built up.

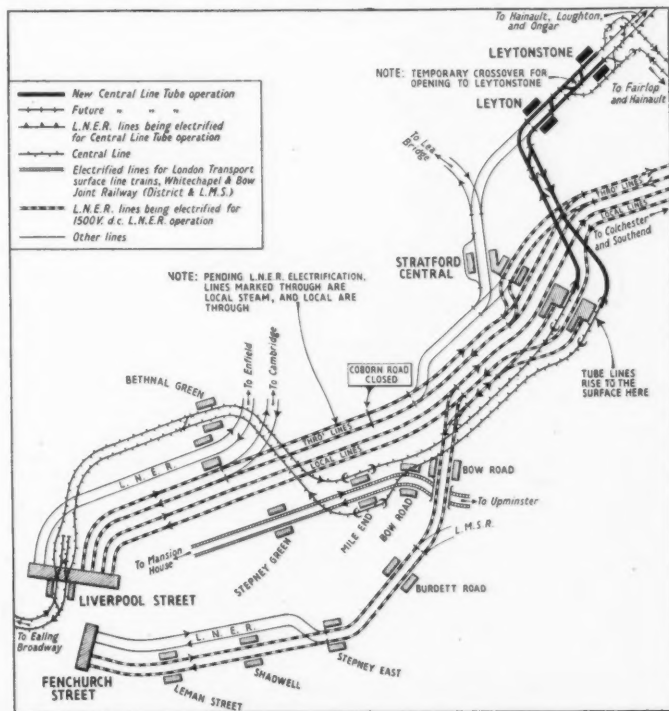
After its descent underground beyond Stratford, the line continues in tube about 35 ft. below ground to a point near the junction between the Lea Bridge line and the Loughton branch of the L.N.E.R.

There it begins to rise to the surface again in open reinforced-concrete double-line cutting, and joins the tracks of the L.N.E.R. immediately west of Leyton Station, 1½ miles beyond Stratford. On approaching this open cut, the two shields of the 12-ft. running tunnels were carried through with a cover of only 4-5 ft. of ballast, with water level almost at the surface.

Treatment of Ballast

The centre line of the eastbound tunnel came directly under the Loughton Branch signal box, the foundations of which were only a few courses of brick footings standing on 8 ft. of ballast overlying London clay. As it was impracticable to build a new box clear of the tubes, it was decided that the ballast should be solidified all over the area—30 ft. by 50 ft.—down to clay level by the Joosten chemical consolidation process. To carry out this work it was necessary to drive the injection pipes from inside the cabin among the signal mechanism, and this was done successfully without any disturbance to the working; nor was there even the slightest settlement afterwards, although only 4 ft. intervened between the top of the tunnel and the foundation of the signal box. The tunnel was completed just before the war began. This tunnel section is now fitted with special sound-reducing lining and laid with 300-ft. rails.

At Leytonstone a level crossing has been eliminated and the tracks walled off. For the time being, road traffic is being diverted via Gainsborough Road, but, later, the road will be diverted under the railway. Leytonstone Station is being reconstructed, and the new modern ticket hall under the platform, also completed before the war, serves the station. It replaces the former booking office on the up platform. A new all-electric signal box with 59 levers stands at the northern end.



Sketch map showing the lines over which Central Line trains have been extended to Leytonstone

L.M.S.R. Modernised Traffic Control Organisation

(See article opposite)

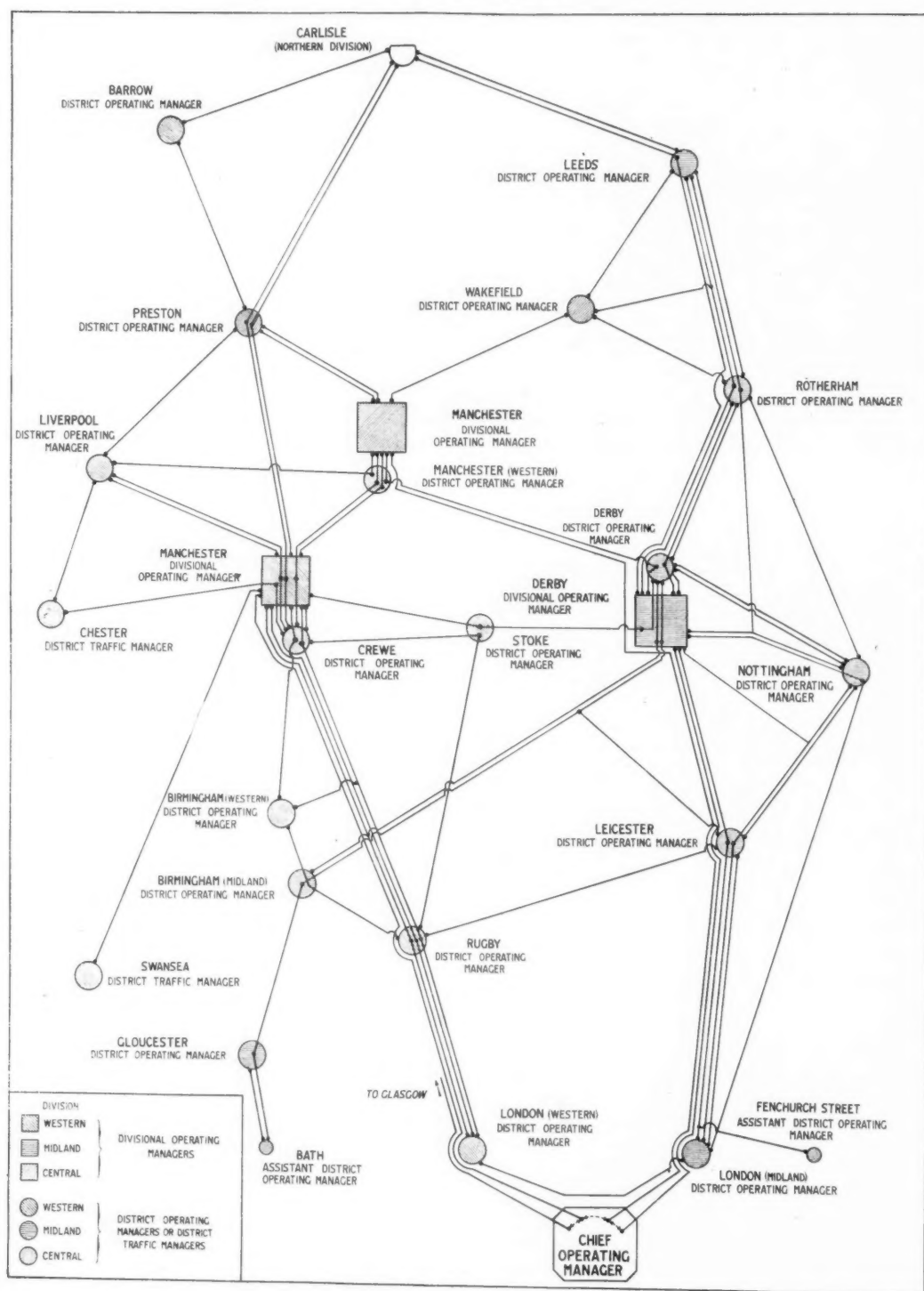


Fig. 1—Trunk telephone lines available for daily conferences between divisional and district operating managers; and for communication between the district controllers. Every district has, also, its own internal telephone network for control purposes

L.M.S.R. Modernised Traffic Control Organisation

Merging of the 42 former control areas into 20 districts, placed under the jurisdiction of district operating managers

WITH the opening on March 3 of the Birmingham (Midland) control office, the L.M.S.R. completed in England and Wales the modernised control arrangements which are being established throughout its system at a cost of £1,000,000. As described briefly in our October 19, 1945, issue, the scheme provides for merging the former 42 control districts in England and Wales into 20 operating districts, 18 under the control of district operating managers and 2 under district traffic managers, at the centres named below (shown also in Fig. 1):—

London (Western)
London (Midland)
Rugby
Birmingham (Midland)
Birmingham (Western)
Crewe
Stoke
Manchester (Western)
Liverpool
Chester
Swansea
Preston
Barrow
Leicester
Nottingham
Derby
Gloucester
Rochester
Wakefield
Leeds

The Chief Operating Manager in London, and the divisional operating managers at Manchester, Derby, and Crewe, have communication with each other and with their district operating managers by means of the trunk telephone network shown in Fig. 1. It will be seen that the network is connected with the Northern Division through the District Control Office at Carlisle, although the scheme is not yet fully operative in Scotland. Bath and Fenchurch Street are sub-offices of the district operating managers' offices at Gloucester and London (Midland) respectively. This telephone system is used for a daily conference between the divisional operating managers; and between each Divisional Operating Manager and the district operating managers in his division; and also for the hour-to-hour arrangements between the controllers.

Within every district a comprehensive telephone system incorporating the latest types of equipment provides contact between the district operating managers' control staff, and every signal box, station, marshalling yard, locomotive and carriage depot, and group of works or colliery sidings in the area.

The re-organisation of the control dis-

tricts is an administrative as well as a technical matter, and the mechanism of traffic control thus briefly described should be regarded as the means by which the District Operating Manager keeps in touch with a particular section of his responsibilities rather than as the pivot of his organisation. In Fig. 2 the internal relationships of a district operating manager's office are shown in diagrammatic form. We were given facilities recently for inspecting the control organisation at Derby, and the following information, based on the arrangements there, is representative of the scheme in general.

The District Operating Manager is responsible for all phases of railway operation in his district, and is assisted in many

The extent of the Derby control area is shown in Figs. 3 and 4. It embraces the three districts formerly controlled from Chaddesden, Rowsley, and Gowhole. In the control room a train board is provided, 35 ft. long, running the length of one side of the control office, and showing all main lines, branches, sidings, marshalling yards, stations, signal boxes, and engine and carriage depots throughout the area. Every wagon and carriage siding has its vehicle capacity indicated, and provision is made for displaying details of trains approaching the district. The layout of the control office, with a simplified diagram of the board, is shown in Fig. 3. It will be seen that the area is divided into five sections, which are in charge of five section controllers and two assistant controllers. In addition, on every shift there are three controllers responsible for the relief of trainmen, and during the daytime controllers are employed for the regulation and distribution of freight rolling stock.

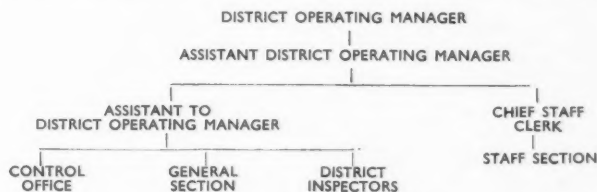


Fig. 2—Organisation of District Operating Manager's office

supervisory details by his senior assistant. The assistants to the District Operating Manager are responsible primarily for freight train operation and the clearance of traffic, and exercise general supervision of that portion of the control office with which they are concerned.

The Chief Staff Clerk supervises the Staff Section, and is responsible to the District Operating Manager for all aspects of establishment in the district.

Correspondence in regard to matters other than staff is conducted by the General Section, under the supervision of a senior clerk. There is a complement of district inspectors comprising signalmen's inspectors, traffic inspectors, and a passenger train inspector, who move about the district supervising the working generally; are responsible for the proper performance of the outside work and knowledge by the outside staff of Rules & Regulations; and conducting inquiries into such matters as are referred to them by the District Operating Manager, his assistants, or sections in the office.

The staff works three shifts, each under the supervision of a head shift controller. The control office is notified by telephone of all traffic movements through and within the area. Before a train enters the area, the control office from which it is being forwarded telephones to Derby control office the information to be inserted on the train card (Fig. 5). This comprises the home depot of the driver and guard, and engine, the time the men booked on duty, the engine number, and the description and loading of the train. Different colours distinguish the cards for up and down trains.

The card is hung on the train board in a position to indicate from which neighbouring area it is approaching, until the passage of the train on to the Derby area is reported from the reporting signal box, which is usually the first box on the area being entered, or the last box on the area the train is leaving. On receipt of this report, the card is affixed to the appropriate position on the train board in the control office by means of a peg, which is coloured

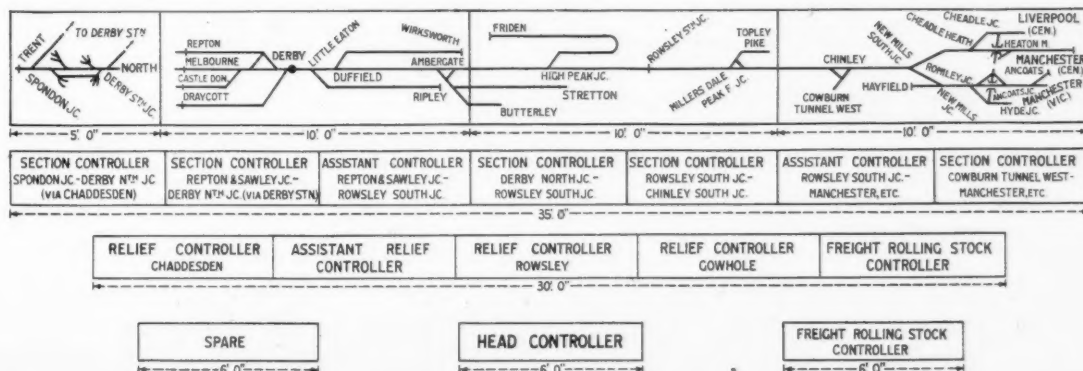


Fig. 3—Layout of Derby control office and simplified diagram of train board.

L.M.S.R. Modernised Traffic Control Organisation

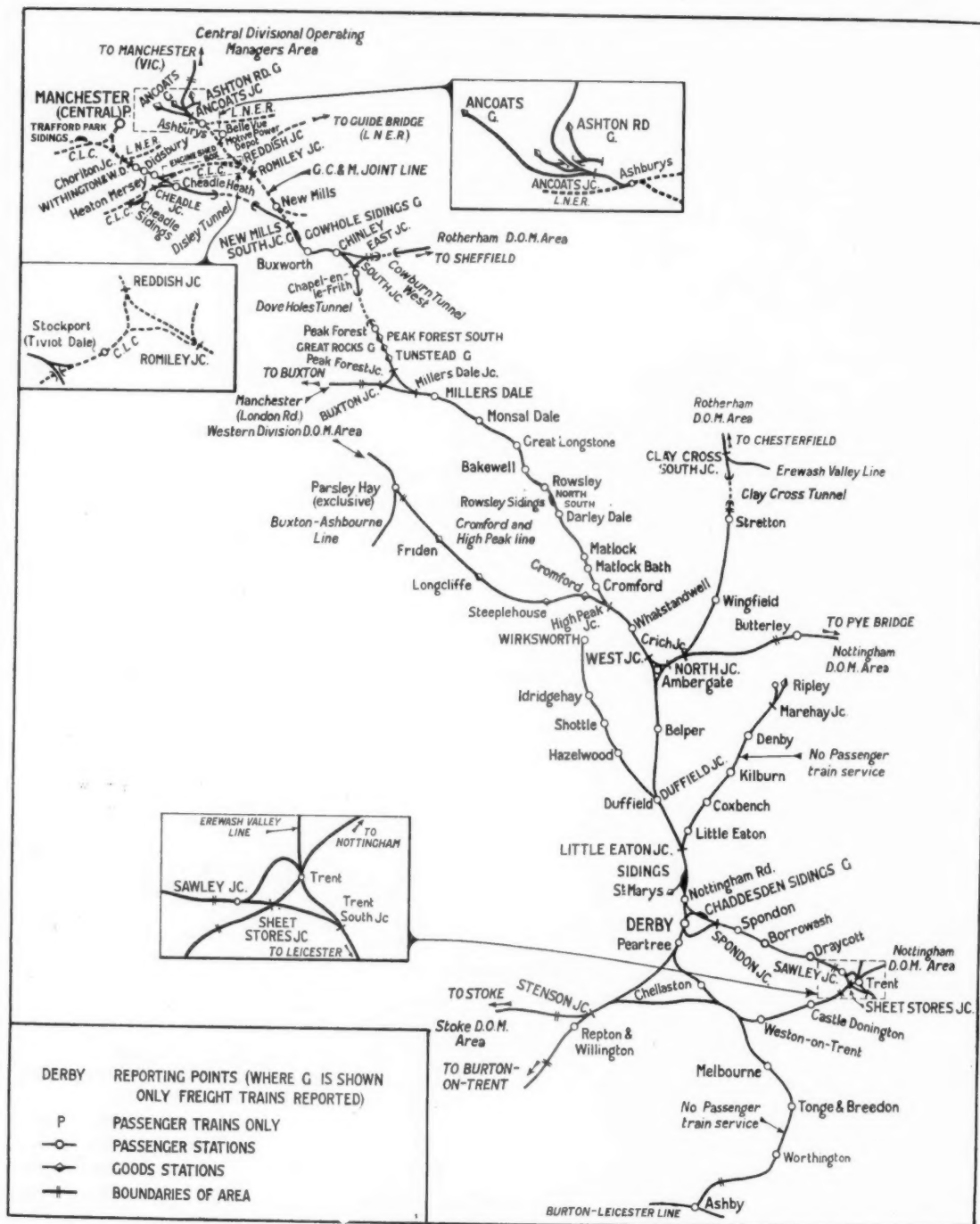


Fig. 4—Map of area covered by the Derby control district. A full list of the reporting points, showing the direction and type of traffic with which they are concerned, is given on the opposite page

according to the class of train. The pegs for special trains are engraved on the head with a letter "S" in black. Local trip pegs (that is, trains not working outside the area) are engraved with the number of the trip.

LMS	E.R.O. 20458
○	
DR. _____	
GD. _____	
STD. _____	
ENG. _____	
TN. _____	

LMS	E.R.O. 20480
○	
Dr. _____	
Std. _____	
On _____	

Fig. 5—Train card (left) and card for relief driver (right)

When a driver or guard has been relieved *en route*, a relief card of a different colour is made out, and is placed on top of the train card. The relief cards, of which there are separate ones for drivers and guards, show the times at which the men concerned came on duty, and their home stations. As subsequent reports of the passage of the train come through from the reporting signal boxes, the pegs and cards are moved along the diagram so that the position accords with the latest information.

In this way the head controller has before him a complete picture of the train position throughout his area, and either he or his section controllers can pass instructions to signalmen and others as considered necessary. Control does not intervene when matters are proceeding smoothly, but by reason of the comprehensive view of the situation available on the train board, is able to take early steps to prevent difficulties developing which cannot be foreseen by individual signalmen and other local operating staff.

The movement of trains as indicated on the train board is also logged by each controller on a train sheet showing the description and booked times of all trains scheduled to run within or through his section, local trips being recorded on separate sheets. When these sheets have been completed by insertion of the actual times, they are scrutinised by the Assistant to the District Operating Manager.

Each section controller completes every two hours a statement showing the rolling stock position of all traffic and marshalling yards in his area, compiled from information received by telephone. At 12 noon daily a report is received of wagon requirements throughout the area.

The relief controllers keep a complete record of the hours of duty of trainmen. A separate return is compiled of the duties of enginemakers and guards brought on duty for special relief, showing time on duty, where sent to, particulars of the train worked, the time relief was afforded, and the time finished with engine or train.

The District Operating Manager personally scrutinises the statements of traffic, and the position of traffic and marshalling sidings, prepared in the control office; and confers with the District Locomotive Superintendent in regard to the engine power position. Reports of any mishaps which occur are recorded in the control office, and are examined to assess their effect on traffic working. The traffic and motive power position is discussed at the conference held each morning by the Divisional Operating Manager with his district operating managers, and any special arrangements necessary are then made.

The train board is illuminated by fluorescent strip lighting, and the same form of illumination is used for the room as a whole.

A telephone keyboard having a total capacity of 40 omnibus lines, 6 selective omnibus lines, 4 exchange lines, and 1 intercommunication circuit, is fitted on each controller's desk. The desks are designed specially to accommodate the keyboards, which are arranged to "jack-in," thus enabling any keyboard to be removed and replaced by a spare unit for the purpose of routine maintenance, cleaning, and fault location, with a minimum of interruption to the operating staff.

Omnibus Telephone Circuits

Every omnibus circuit consists of a pair of wires to which are connected local battery telephones installed in signal boxes, stations, marshalling yards, engine and carriage depots, and at other points, the number of telephones connected to any one circuit varying from 3 to 20 according to the amount of traffic to be carried. Battery code ringing is used to call all outstations on these circuits, but the control office is called selectively, the call being indicated by the display of a red call lamp above the appropriate circuit key.

The controller answers the call by operating the circuit key to the "speak" position, which extinguishes the call lamp and connects his telephone set to the line. As all the omnibus circuits are connected to every keyboard in the office, a green "busy" lamp is associated with every circuit key, the lamps being displayed on all keyboards as soon as any circuit key is operated, as an indication that the circuit concerned is engaged. The exchange circuits give access to the railway company's private automatic branch exchange, and are used for railway and Post Office trunk calls.

The intercommunication line connected to each keyboard is an independent extension from a separate 50-line private automatic exchange, which provides intercommunication between controllers and other selected offices of the District Operating Manager's department. Facilities are provided on every keyboard for the connecting together of any two omnibus circuits, or any one omnibus circuit and the intercommunication line. When two circuits are so switched, the controller may continue to use the keyboard in the normal manner, and may supervise the switched connection by operating a "monitor" key. "Clear" and "recall" facilities are provided on the switched connection. Every circuit key is provided with a "hold" position, which enables the controller to "busy" the circuit while seeking information on another line.

Switching of selected lines for interdivisional or district conferences is performed by relays under the control of switches fitted adjacent to the head controller's keyboard. When the "conference" condition has been set up, only the District Operating Manager and the head controller are able to use the circuits, all other controllers' keyboards being disconnected.

Power Supplies

Adjacent to the control office is the apparatus room, which accommodates the relay equipment, cable distribution frames, P.A.X. (private automatic exchange) unit, and battery charging equipment. Two duplicate 26-volt secondary batteries are installed in an adjacent room to provide power for relay operation, controllers' telephones, and the 50-line P.A.X.

All "call" and "busy" lamps are operated normally from the a.c. power supply via transformers giving an output

REPORTING POINTS IN THE DERBY DISTRICT (See Fig. 4)

Manchester (Central) ...	...	A and D	...	Passenger trains
Trafford Park Sidings ...	...	A and D	...	Freight trains
Wichington ...	...	P	...	Passenger and freight trains
Cheadle Junction ...	...	A, D, and P	...	Passenger and freight trains
Ancoats Yard ...	...	A and D	...	Freight trains
Ashton Road ...	...	A and D	...	Freight trains
Ancoats Junction ...	...	D	...	Passenger and freight trains
Belle Vue Engine Shed Box ...	...	D	...	All light engines leaving loco. depot
Reddish Junction ...	...	P	...	All trains to and from Stockport route
Romiley Junction ...	...	P	...	All trains to and from Stockport and Woodley route
New Mills South Junction ...	...	P	...	All freight trains
Gowhole Sidings ...	...	A and D	...	All freight trains
Chinley Station North ...	...	A, D, and P	...	All down passenger trains
" " South ...	...	A, D, and P	...	All up passenger trains
" " East Junction ...	...	P	...	All trains from Chapel route
" " South Junction ...	...	P	...	All trains from Edale route
Cowburn Tunnel West ...	...	P	...	All trains
Peak Forest South ...	...	A, D, and P	...	All trains
Great Rocks Junction ...	...	A	...	All terminating trains
Tunstead ...	...	D	...	All departing trains
Buxton Junction ...	...	P	...	All trains
Millers Dale ...	...	A, D, and P	...	All trains
Rowley North Junction ...	...	A, D, and P	...	All trains
" " South Junction ...	...	A, D, and P	...	All trains
Clay Cross South Junction ...	...	P	...	All trains
Ambergate West Junction ...	...	P	...	All trains to and from Matlock route
" " North Junction ...	...	P	...	All trains
Wirksworth ...	...	A and D	...	All trains
Duffield Junction ...	...	P	...	All trains to and from Wirksworth branch
Little Eaton Junction ...	...	P	...	All trains to and from Ripley branch
Derby St. Mary's ...	...	A, D, and P	...	All trains
" " A " Box ...	...	A and D	...	All passenger trains
Chaddesden South Junction ...	...	D	...	All freight trains starting from South End, Storage and New Sidings
" " Sidings No. 2 ...	...	D	...	All freight trains from Centre Sidings
" " (North End) ...	...	A	...	All terminating freight trains
" " Turntable Box ...	...	D	...	All starting freight trains
Spondon Junction ...	...	P	...	All up trains from Chaddesden
Sawley Junction ...	...	P	...	All trains via the North Curve
Sheet Stores Junction ...	...	P	...	All trains
Stenson Junction ...	...	P	...	All trains

A, arrival times; D, departure times; P, passing times

of 20 volts. In the event of a power supply failure, the calling lamps only are connected automatically to the 26-volt battery, the "busy" lamp service being dispensed with during the period of a failure.

Flexible Testing Arrangements

A test desk is fitted in the apparatus room, and is provided with a keyboard, fully cabled for all circuits. This enables the maintenance staff to carry out routine tests without causing inconvenience to the operating staff; and at the same time provides suitable storage for the spare keyboard. A separate low-capacity secondary battery provides power for code ringing on omnibus circuits, and a "trip relay" set is installed to give protection to the ringing key contacts and wiring.

The cabling between the apparatus room and the keyboards is carried out with 20-pair Polythene-insulated P.V.C. sheathed cable, laid in special ducts in the floors, with removable cover panels. Alternatively, it is carried in cable runways incorporated in the construction of the desks. Every keyboard is cabled individually to an intermediate distribution frame in the apparatus room, at which point all circuits are connected in parallel to the relay rack by means of "jumpers." This parallel cabling scheme allows for maximum flexibility in the allocation of circuits, and simplifies fault location.

All relay circuits are fused adequately, and the operation of any fuse causes an alarm bell to ring and a lamp to be displayed in the apparatus room, and also in the control office. Other alarm circuits are associated with the lamp transformers to give an indication of power supply failure.

The equipment installed in the Derby control office was manufactured by the General Electric Co. Ltd., Coventry, to the original design of the Chief Signal & Telegraph Engineer, under whose supervision the installation work was carried out.

Staff Administration

Under the new organisation the District Operating Manager has direct supervision of all grades of traffic staff in his district, whereas previously such staff was grouped in control areas, which in most instances did not coincide with the district operating manager's districts. The change appears to have been well received by members of the staff in general, who feel that a more personal touch is now being applied to their affairs, and who appreciate the frequent visits made by the District Operating Manager to the stations and depots in his area as a means of getting to know his staff and their responsibilities.

Other staff matters dealt with by the District Operating Manager include recruitment, promotion, and examinations. Annual leave rosters, applications for special leave and arrangement of reliefs, checking of salary lists and wages bills, disciplinary procedure, and various other matters relating to staff administration now come within the scope of the District Operating Manager's office. Staff business that is still dealt with at system headquarters is in many instances the subject of preliminary local investigation and reports.

All correspondence on matters other than staff is dealt with in the General Section of the District Operating Manager's office and falls under the following headings: freight train working; passenger train working; accidents and irregularities; and accommodation and signalling. In connection with freight train working, direc-

tion as necessary is given by the assistants to the District Operating Manager responsible for the various control sections. Instructions received from headquarters or originated by the District Operating Manager are circulated to the control office and traffic inspectors, or to yard masters or stationmasters. Inquiries from the Commercial Department in regard to transits and improved working arrangements are conducted with the various outside members of the staff concerned.

The District Operating Manager is responsible for inquiry into all delays occurring to local passenger trains, and for bringing them to the notice of the person or department responsible, with a view to avoiding future delays. Such cases are dealt with to a conclusion. To assist in this matter, the following documents are received daily in the General Section: control office train sheets and delay reports; passenger guards' journals; and station delay reports from selected stations. Returns of arrivals of terminating trains are received weekly.

Investigation of Delays

The Passenger Clerk in the General Section peruses all journals, and takes into correspondence all delays not satisfactorily accounted for by the other documents in his possession. Delays by mis-regulation or station overtime are followed up with the stationmaster supervising the signal box or station concerned. Delays by engines losing time are brought to the notice of the District Locomotive Superintendent supervising the shed to which the driver concerned is attached. Where a persistent series of delays suggests some weakness in the arrangements, the case is referred to the District Passenger Trains Inspector for detailed inquiry and recommendations for improvement, and if the weakness is confirmed, a submission is made to the Divisional Operating Manager for any altered workings necessary. A weekly return is made to the divisional officer of punctuality of passenger trains arriving at destination.

Delays occurring to express passenger trains in the District Operating Manager's area are inquired into, and dealt with so far as Traffic Department Staff is concerned, but all cases are reported to the Divisional Operating Manager, who deals with any other department having responsibility. The organisation provides also for the District Operating Manager being responsible for strengthening local passenger trains, allocation of services for horseboxes, distribution of horseboxes, and similar matters.

Difficulties in parcels working are dealt with by the District Operating Manager so far as his own area is concerned, and with the Divisional Operating Manager or other district operating managers so far as they are affected. In carrying out this work, close liaison is maintained with the District Passenger Trains Inspector, who is constantly moving about the district and interesting himself in everything relating to the passenger train service, and this close contact between the outdoor supervisors and the indoor delay inquiry section is proving to be most effective.

Most accidents or irregularities are reportable by stationmasters and yard masters to the District Operating Manager, the reports being in standard form and accompanied by the written remarks of the persons concerned. The bulk of the work is dealt with to a conclusion in the district office, responsibility for the various incidents being established by inquiry, and

the assistance of traffic or signalmen's inspectors being obtained as necessary to question the various persons concerned where any doubt or dispute arises. Where necessary, disciplinary action is taken, the District Operating Manager or his assistant being responsible.

Reports on Mishaps

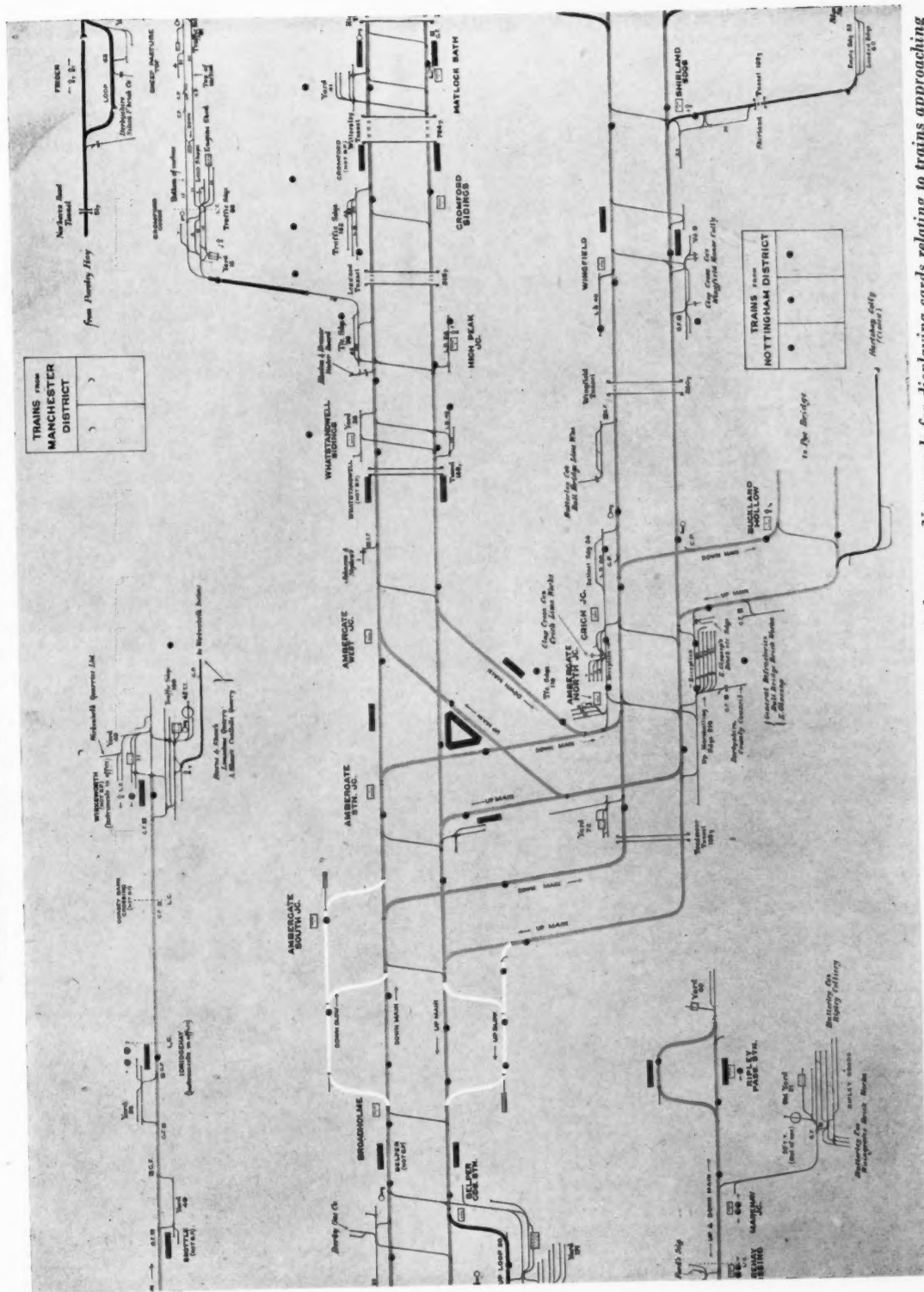
Where there is any possibility of defective apparatus, be it engine, coach, wagon, rail, or signal, being in any way concerned in or responsible for the mishap, the District Operating Manager takes the necessary steps to obtain from the departmental officer concerned his version of the incident. Where mishaps occur which are reportable to the Ministry of Transport, and in certain other cases, the District Operating Manager reports the facts immediately to the Chief Operating Manager and the Divisional Operating Manager, following up this initial report with a full report to the Divisional Operating Manager after full inquiry has been made and responsibility established.

Accommodation matters may vary from the reconstruction of a station or the provision of a new group of sidings, to the installation of a coal bunker, and signalling matters have the same variety in scope. The District Operating Manager is mainly responsible for agreeing with the District Goods Manager, District Engineer, and private parties the layout of new private sidings or alterations to existing sidings.

Signalling matters are investigated by the District Operating Manager, and the views and estimates of the Signal & Telegraph Department are obtained in minor cases before submission to the Chief Operating Manager. Where major signalling alterations are concerned the Divisional Operating Manager is consulted. All signal box instructions and local Appendix instructions are dealt with between the District Operating Manager and the Chief Operating Manager.

BRITISH INDUSTRIES FAIR MANSION HOUSE DINNER.—There was a large assembly at the Mansion House on Monday last, when the President of the Board of Trade, Sir Stafford Cripps, presided at a Government dinner to mark the opening of the British Industries Fair at Olympia and Earls Court. Sir Stafford Cripps said that they believed the Fair would give their foreign friends a truer picture of British industries than some of the scare stories that had been written up about this country. The total of exhibitors, rather over 3,100, was the largest on record. Although the Government was not the seller of British goods, it was a very interested party in their sale, especially in these days of difficulty over the balance of payments, and that was why it took responsibility for organising the Fair and wished to find a worthy permanent home for it. Nearly 5,000 buyers from overseas would be visiting the Fair. Buyers were much concerned about delivery dates. General prospects of delivery varied from reasonable to good in the case of most manufactured goods. That was reasonable in the light of world circumstances and shortages. In regard to the prospect of prices rising substantially before deliveries could be made, we were up against a world problem, as supplies were too few and demands too great. We had done much to keep prices stable, but could not control the price of materials we had to buy abroad.

L.M.S.R. Modernised Traffic Control Organisation

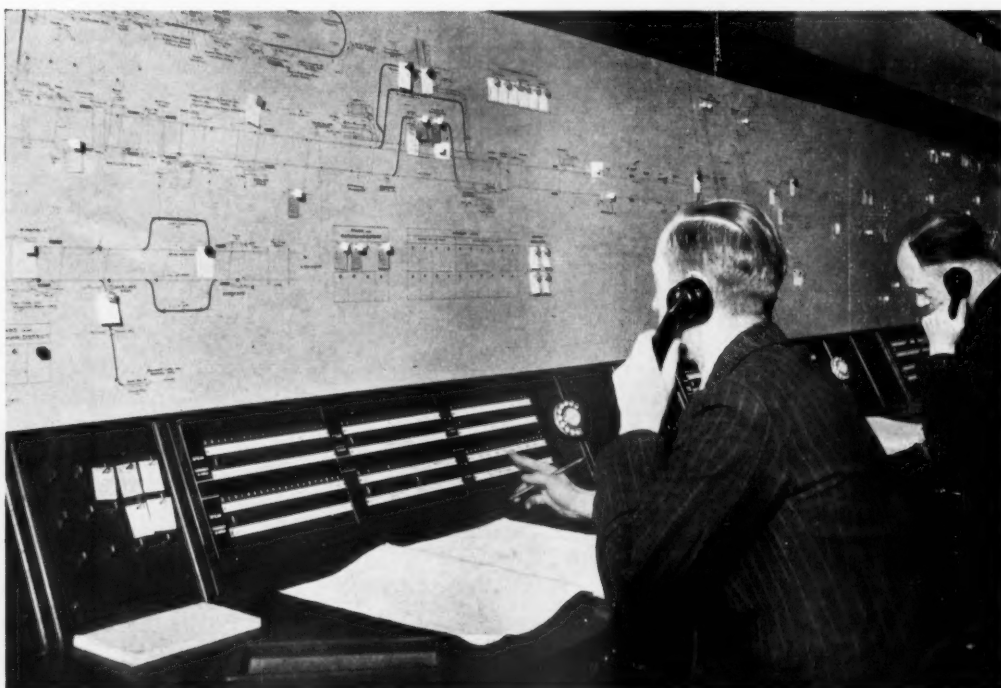


Section of the train board in the Derby control office, showing the junctions at Ambergate. Note panels for displaying cards relating to trains approaching from other districts before they enter the Derby area

L.M.S.R. Modernised Traffic Control Organisation



General view of the control office at Derby. The office and the train board (in background) are illuminated by fluorescent strip lighting

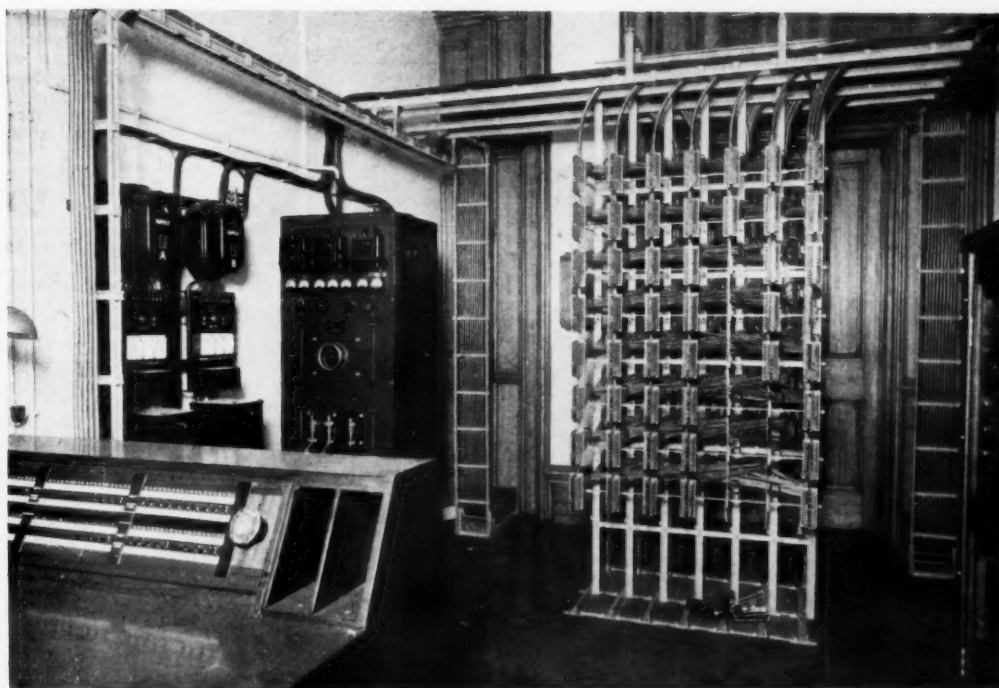


Section controller's telephone switchboard and a portion of the train board, with train cards in position

L.M.S.R. Modernised Traffic Control Organisation

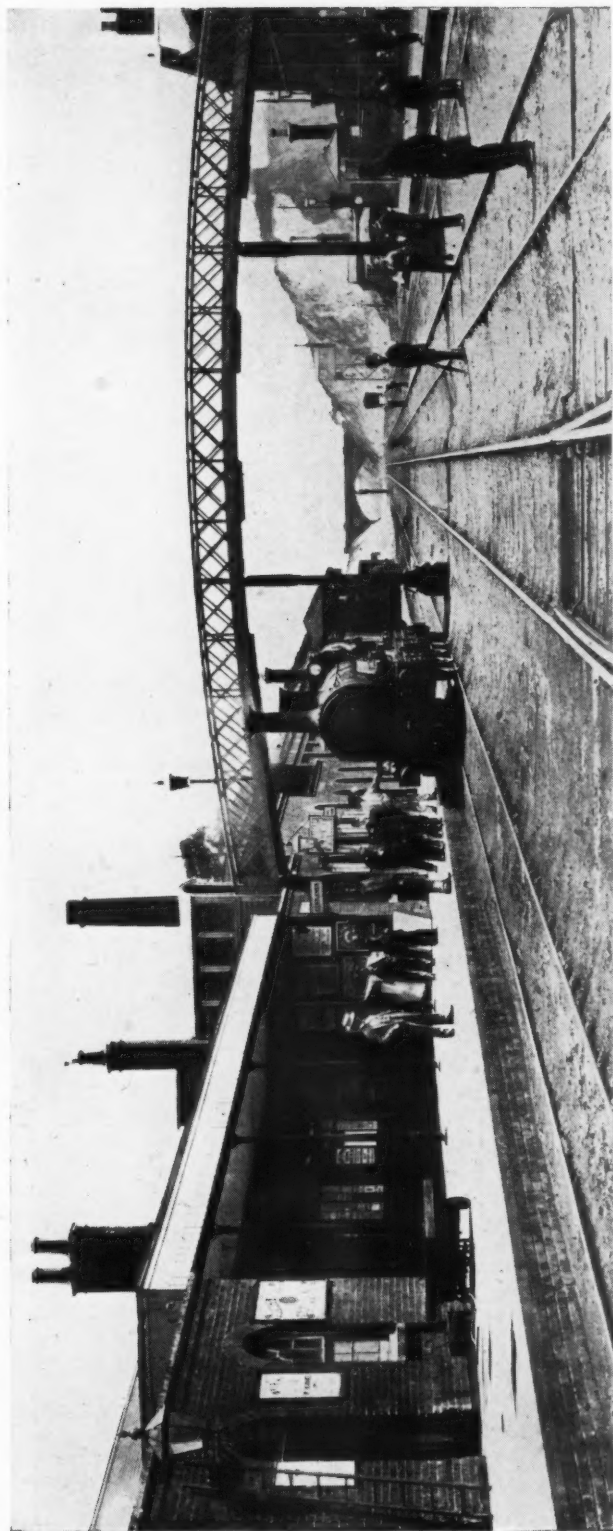


Head controller's position at Derby. The telephone switchboard is similar to those of the section and relief controllers, but includes a switch panel for selecting the conference lines and safeguarding them from interruption



The workmanlike and accessible layout of cabling and equipment in the apparatus room

Hitchin Station, Great Northern Railway, in 1870



A view of Hitchin Station, Great Northern Railway, facing southward, reproduced from a photograph taken about 1870. The locomotive shown on the up side was one of a batch (Nos. 51 to 62) built by R. & W. Hawthorn, Newcastle-on-Tyne, and delivered to the Great Northern Railway in 1848 and 1849

(T. B. Latchmore)

Photo courtesy

The Commonsense of A.T.C.

(Concluded from page 470)

reason for failing to go ahead with the extension of the G.W.R. system to all British main lines, provided that a positive brake application at the stop signal is incorporated.

Unfortunately, A.T.C. appears to be yet another instance of "the best being the enemy of the good," in that a generally satisfactory system has not been standardised, on the plea that it might be possible in future to develop a better system. The result is that after 25 years of what can only be described as tinkering with this problem, we are brought back to the view that the pioneer method is probably the best all-round solution.

HUNSLET TANK LOCOMOTIVES FOR NIGERIA.—An order has been received by the Hunslet Engine Co. Ltd., Leeds, from the Crown Agents for the Colonies, for sixteen 48-ton tank locomotives of 0-8-0 wheel arrangement for the 3-ft. 6-in. gauge lines of the Nigerian Government Railway.

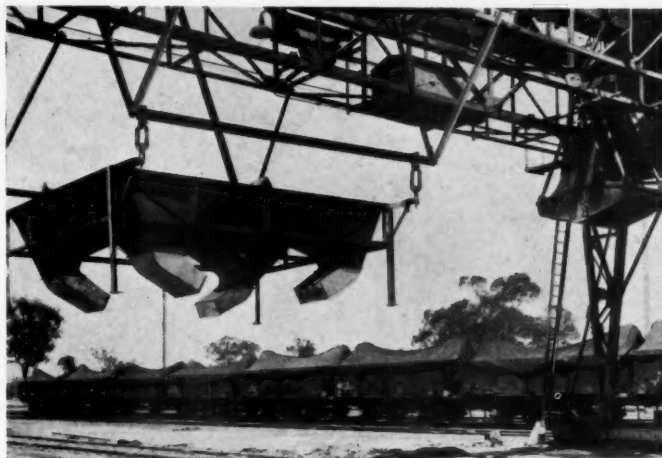
G.W.R. STATION GARDENS COMPETITION.—Some 400 stations are expected to compete in the G.W.R. all-line station gardens competition this year. The company is offering cash prizes and certificates for the gardens which are kept in the best condition throughout the season. An award will not be made, however deserving the garden, unless the station premises are kept clean and tidy and the work of the station is performed satisfactorily. There will be special prizes for the most effective use of hanging baskets at stations where gardens are impracticable.

"ALL-ACCIDENT" JOURNEY INSURANCE TICKETS.—Changes in the cover under the journey insurance tickets on sale at railway station booking offices are announced by the Railway Passengers' Assurance Company. Hitherto, the insurance cover has been restricted to accidents to trains; but the new "all-accident" journey insurance tickets now available cover death or injury from any accident sustained in the course of the journey—made by virtue of the travel ticket (single or return) with which the insurance ticket is issued—from the time of entering the premises at the point of departure to the time of leaving the premises on completion of the journey. The rate of premium remains unaltered, that is, 6d. for £1,000 death and corresponding benefits for disablement.

SOUTHERN RAILWAY P.O.W. CHEQUE PAYMENT.—Members of the Southern Railway staff who have been prisoners of war were presented with cheques on April 16. The cheques were presented by Mr. John Elliot, Deputy General Manager, at Brunswick House, Vauxhall. The money distributed was the balance of a fund built up by a penny-a-week collection among Southern Railway staff and initiated in the early days of the war for sending comforts to prisoners of war. No fewer than 27,108 parcels were distributed through the Red Cross and St. John Ambulance, which accounted for £19,628, and after various sums had been spent on assisting the next-of-kin of prisoners who did not return, a balance of £9,261 was left over, which has enabled each man to receive £24.

Transshipment of Wheat in New South Wales

Arrangements for handling imports from other States necessitated by a crop failure



Bin attached to transporter, with grab on right

OWING to the failure of wheat crops in New South Wales, it has been necessary to transport large quantities of wheat this year from Victoria and other States. It has been estimated that from January to November, over 20,000,000 bushels of wheat will have been brought into the State, most of it by rail.

The task of the railways began early in January, when arrangements were made to handle 20,000 bushels of wheat a day at Tocumwal, *en route* from Victoria to New South Wales destinations. Before the end of the month, as many as 50,000 bushels were being dealt with every day.

At Tocumwal, the wheat is transhipped from the Victorian Railways 5-ft. 3-in. gauge wagons to the New South Wales wagons on a 4-ft. 8½-in. gauge line. In order to expedite this work, the grabs of two overhead electrically-operated transporters were made wheat-proof, and two bins were built.

The wheat to be transhipped is lifted from the Victorian wagon by means of a grab that deposits it in a bin attached to the "bridge" of an overhead transporter.



Discharging wheat from grab to wagon through chutes on bin

Thence, the wheat gravitates through four down-pipes to the N.S.W. bulk wheat wagon standing immediately below.

The overhead transporters at Tocumwal are so constructed that they can be moved under their own power, on their own sets of rails, above the wagons on the parallel Victorian and N.S.W. Railways lines.

FIXED SERVICE ON NEWHAVEN—DIEPPE ROUTE.—A fixed timetable service was introduced on the Newhaven—Dieppe route for the first time since the war on May 4. Hitherto, this service had been operated according to the state of the tide, but passengers now leave Victoria daily at 10.5 a.m., arriving in Paris at 7.8 p.m. (May 17 and 30 excepted, when passengers will leave Victoria at 9.35 a.m.). The return service leaves Paris at 9.30 a.m., arriving Victoria at 8.32 p.m., except on May 19 and 20, when the departure time from Paris will be 8 a.m., due Victoria at 7.35 p.m. The Newhaven—Dieppe service normally will be operated by the Southern Railway steamer *Worthing*, which has been reconditioned throughout, and the new French steamer *Londres*, which came into service a fortnight ago (see our April 25 and May 2 issues).

L.N.E.R. PRIZES FOR THE BEST REFRESHMENT ROOMS.—The L.N.E.R. has taken another step towards the improvement of its catering services by setting aside each year more than £1,000 in prize money, to be competed for by all the staff of its 110 railway stations on which there are refreshment rooms operated by the company. Marks will be allotted monthly on spot checks, 30 being awarded for variety, quality, and display of food; 20 for quality and method of service of tea; 20 for service to customers; 20 for cleanliness and general appearance of establishment; and 10 for personal appearance and conduct of staff. Marks will be deducted for shortcomings observed, and the average of markings will be the basis for awarding prizes. In announcing the scheme to his staff, Mr. E. K. Portman-Dixon, Superintendent of Refreshment Room Services, said: "We are establishing a reputation for the best refreshment rooms in this country. Let us increase our lead, and set about the Swiss and Americans,

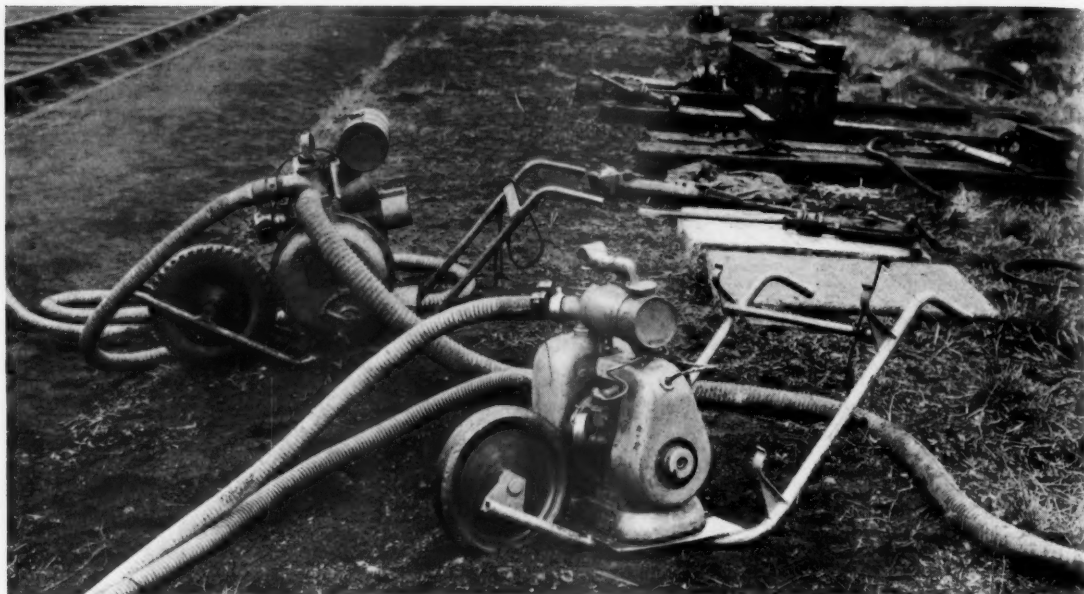
who are reputed to be the best caterers in the world."

INSTITUTE OF TRANSPORT METROPOLITAN SECTION.—The first annual general meeting of the Metropolitan Section of the Institute of Transport was held at Livingstone House, Tothill Street, S.W.1, on April 25. The existing officers and committee were re-elected for the session 1947-48, and the Chairman (Mr. A. L. Castleman) reviewed what had already been done during the few months that the section had been in existence. Afterwards, Mr. C. Grasemann, Public Relations & Advertising Officer, Southern Railway, introduced several films showing some aspects of the work of his company. During 1947-48, meetings of the section will be held on the first Monday in each month from November, 1947, to April, 1948; and on September 26, 1947, the first annual dinner will take place, at the Abercorn Rooms, Liverpool Street, E.C.2. It is hoped to hold during

the session one meeting in each of the counties outside London included in the section area, for the benefit of those living and working in those areas.

INSTITUTE OF TRANSPORT SECTION HONORARY SECRETARYSHIPS.—Mr. A. R. Polson, M.Inst.T. (Transport Manager of C. A. Parsons & Co. Ltd., Newcastle-on-Tyne), has retired from the Honorary Secretaryship of the Northern Section of the Institute of Transport. His successor is Mr. J. J. Brown, A.M.Inst.T. (Transport Manager of Vickers-Armstrongs Limited, Newcastle-on-Tyne), and communications should be sent to him at Lynton House, Warenford Place, Fenham, Newcastle-on-Tyne, 5. Mr. H. J. S. Young, M.Inst.T. (Assistant General Manager, Port of Bristol Authority), has retired from the Honorary Secretaryship of the Western Section of the Institute. His successor is Mr. A. F. Hares (Port of Bristol Authority) and communications should be sent to the Docks Office, Queen Square, Bristol.

G.W.R. Developments in Maintenance Equipment—4*



A 2-in. Easiprime pump manufactured by Lee Howl & Co. Ltd., of Tipton, Staffordshire, is shown on the left; with a 1½-in. pump manufactured by Ransomes & Rapier Limited, of Ipswich, on the right. The pumps are driven respectively by Villiers 2-stroke and J.A.P. 4-stroke engines, and the makers claim 50 gal. a minute with a suction head of 15 ft., against delivery heads of 20 ft. and 15 ft. respectively. Both pumps are self-priming, and easily portable. Without the wheelbarrow fittings shown in the illustration, the Lee Howl pump weighs 140 lb., and the Ransomes & Rapier pump 63 lb.

* Previous instalments in this series appeared in our issues of April 4, April 25, and May 2

Semi-Streamline 4-8-4 Locomotives of the "6400" Class, Canadian National Railways



This design was introduced in 1936 for working the "International Limited" and other express services for Chicago between Montreal, Toronto, and Sarnia, on the U.S.A. frontier. They have 24-in. × 30-in. cylinders, 6-ft. 5-in. driving wheels, and 275 lb. pressure, and with their 12-wheel tenders weigh 290 tons in running trim

RAILWAY NEWS SECTION

PERSONAL

The following is a list of British railway officers who have received United States decorations this year:—

Medal of Freedom with Gold Palm
Sir Eustace Missenden, Southern Railway; Sir William Wood, L.M.S.R.

Medal of Freedom with Silver Palm
Mr. T. W. Royle, L.M.S.R.; Mr. H. A. Short, Southern Railway; Mr. V. M. Barrington-Ward, L.N.E.R.

Medal of Freedom with Bronze Palm
Mr. John Elliot, Southern Railway; Mr. W. C. Collins, Southern Railway; Mr. K. W. C. Grand, Great Western Railway; Mr. J. H. Brebner, L.P.T.B.

Sir Frederick Bain has been elected President of the Federation of British Industries, in place of Sir Clive Baillieu, who retires from the Presidency having held office for two years.

Mr. Maurice Lemaire, General Manager of the French National Railways, has been promoted Commander of the Legion of Honour for exceptional war services.

L.P.T.B. APPOINTMENTS

Mr. J. D. C. Churchill has been appointed Secretary to the Chairman.

Mr. Anthony Bull has been confirmed in his appointment as Chief Staff & Welfare Officer.

We regret to record the death on April 24 of the Hon. Mrs. Olga Violet Daniell, widow of Mr. Horace C. M. Daniell, and elder daughter of the late Lord Glantawe. Mrs. Daniell was a Director of the Mumbles Railway & Pier Company, and the Swansea & Mumbles Railways Limited.

Mr. Hugh Weeks has been appointed to assist Sir Edwin Plowden, Chief Planning Officer. Mr. Weeks has been given leave of absence by his firm, Cadbury Bros. Ltd., for a limited period.

The following notification appears in the Supplement to *The London Gazette*, dated April 29, under the heading of Regular Army Reserve of Officers: Corps of Royal Engineers:—Captain C. E. R. Sherrington, M.C. (2931), having exceeded the age limit of liability to recall, ceases to belong to the Reserve of Officers, April 30, 1947. Captain Sherrington is Secretary of the Railway Research Service.

Mr. A. M. Dorrat has been appointed Sack & Canal Superintendent for Scotland, L.N.E.R.

Mr. William C. McBrien, Chairman of Toronto Transportation Commission, Mr. H. C. Patten, the Commission's General Manager, and Mr. C. E. DeLeuw, Consulting Engineer, who are visiting London to inspect the Underground system in connection with plans to construct an underground railway in Toronto, were recently entertained to dinner at Claridge's Hotel by Lord Ashfield (Chairman) and members of the London Passenger Transport Board. Those present included:—

Mr. Alfred Barnes (Minister of Transport), Mr. G. G. Mills (Trade Commissioner for Ontario), Sir Cyril Hurcomb, Sir Reginald Hill, Mr. F. G. Humphrey, Mr. John Cliff, Sir Patrick Ashley Cooper, Mr. C. G. Page, Mr. L. C. Hawkins, Mr. J. H. Brebner, Mr. P. Croom-Johnson, Mr. A. B. B. Valentine, Mr. W. S. Graff-Baker, Mr. G. F. Sinclair, Mr. F. A. A. Menzler, Mr. A. H. Grainger and Mr. Evan Evans.

Mr. F. Q. den Hollander, who, as recorded in our January 17 issue, has been appointed President of the Netherlands Railways, was born on May 31, 1893, at Goes (Zeeland). He graduated with honours in mechanical engineering at the Technical University at Delft. From 1916-17 Mr. den Hollander was training for the service of the Netherland Indian State Railways with the Holland Railway Company. From 1917-37 he was employed by the Netherland Indian State

Manager, Port of Bristol; Yorkshire Section, Major F. S. Eastwood, North Eastern Regional Transport Commissioner.

Mr. James Mitchell has been elected a Director of Stewarts and Lloyds Limited.

We regret to record the death on May 5, at the age of 62, of the Hon. Sir Louis Bussau, formerly Agent-General for Victoria in London, and previously Minister of Transport, Victoria.



Mr. F. Q. den Hollander

Appointed President, Netherlands Railways

Railways; in 1933 he was appointed Chief Engineer, and in 1936 Chief of Operation of the State Railways in South Sumatra, and at the beginning of 1937 became Chief of Operation of the Western Lines. At the end of 1937 he proceeded on leave to Holland, and during that leave, in 1938, was appointed Sub-Manager of the Government Artillery Establishments. In January, 1940, he was made General Manager of those establishments. After the liberation of Holland, from May till October, 1945, he was Secretary-General of the Ministry of Economic Affairs; and in October, 1945, after the establishment of the Directorate of Traffic, he was appointed General Managing Director of Traffic with the Ministry of Traffic. In March, 1946, Mr. den Hollander was appointed General Manager (Acting President) of the Netherlands Railways, and from January 1, 1947, has been made President.

Sir Hazelton Nicholl has resigned from the council of the Institute of Transport, and Mr. J. W. S. Branker has been elected to fill the resulting vacancy. The following have been elected Chairmen for 1947-48 of the local sections named, and become, *ex officio*, Members of Council: Midland Section, Mr. C. J. Hurst, Managing Director, Hurst & Payne Limited; Western Section, Mr. F. D. Arney, General

We regret to record the death, at the age of 75, of Mr. Thomas Wolsey, a Director of Thomas Tilling Limited and of the Lincolnshire Road Car Co. Ltd.

The council of the Institution of Mechanical Engineers has awarded the James Watt International Medal to Professor Stepan Timoshenko, Professor of Theoretical Mechanics at Stanford University, U.S.A.

Mr. G. B. Barton, M.Inst.C.E., Engineer (London), L.N.E.R., who, as recorded in our April 25 issue, has been appointed Assistant Chief Engineer, from May 21 next, began his engineering training on the old Hull & Barnsley Railway and was engaged on maintenance work and on the construction of railways in South Yorkshire. Later he was employed on the construction of the King George Dock at Hull, a work carried out jointly by the North Eastern and Hull & Barnsley Railways. He was then appointed Resident Engineer on joint lines constructed by the Great Central and Hull & Barnsley Railways in the Doncaster area. In 1917 he was in charge of one of the civilian railway companies sent to France for maintenance work, and on his return received a commission in the Royal Engineers and was sent to Palestine, where he served with the Palestine Military Railways and



Photo]

Mr. G. B. BartonAppointed Assistant Chief Engineer,
L.N.E.R.**Mr. Christian Barman**Appointed Assistant to Chief Officer for
Public Relations, G.W.R.**Mr. E. E. Young**London District Freight Superintendent,
Southern Railway, 1936-47

eventually became Assistant Maintenance Engineer. He retired from the Army in 1919 with the rank of Captain, and returned for a time to the Hull & Barnsley Railway, which shortly afterwards was amalgamated with the North Eastern Railway. In 1924 he was appointed District Engineer, Boston, L.N.E.R., and in January, 1937, he was transferred to London as Assistant to Engineer (Maintenance), Southern Area. In 1943 Mr. Barton was appointed Engineer (London).

Mr. Christian Barman, F.R.I.B.A., who, as recorded in our May 2 issue, has been appointed Assistant to Chief Officer for Public Relations, Great Western Railway, was Publicity Officer, London Passenger Transport Board, from 1935 to 1941, when his duties included supervision of the appearance of the Board's properties and generally the visual presentation of the Board to the public, as well as all forms of printed publicity. He resigned in 1941 to take up a wartime appointment as Assistant Director of Post-War Building, Ministry of Works. He was responsible for co-ordinating building research, and for the production of many Government publications, including "Housing Manual, 1944." He visited the United States (winter of 1944-45) in connection with the programme for Lend-Lease temporary houses. He has been advising the G.W.R. on publicity since the end of 1945. Mr. Barman is a Fellow of the Royal Institute of British Architects, and a Fellow of the Society of Industrial Artists.

Mr. E. E. Young, who, as recorded in our April 11 issue, has retired from the position of London District Freight Superintendent, Southern Railway, joined the South Eastern & Chatham Railway as a clerk at the goods office at Maidstone in 1900, and was transferred to Bricklayers Arms eight years later. After serving in various capacities there, he was transferred to the office of the London District Goods Superintendent in 1911, and was appointed Staff Clerk to the Divisional Officer in 1915 and Chief Clerk two years afterwards. After the grouping in 1923, Mr. Young was appointed Chief Clerk to the Outdoor Commercial Manager, and he remained in that post until the re-organi-

sation on April 1, 1930. After being Chief Clerk to the London District Freight Superintendent for a short time, he was promoted Assistant Goods Agent at Bricklayers Arms on January 1, 1931. In November, 1932, Mr. Young was appointed Goods Agent at Brighton, and in April, 1936, London District Freight Superintendent.

Mr. T. R. Graty, until recently Sales Manager, Traction Department, Metropolitan-Vickers Electrical Co. Ltd., has been appointed Special Representative of that department and has set out on an extensive tour overseas to concentrate attention on certain aspects of traction work in export markets. After serving for three years with the Bombay, Baroda & Central India Railway, Mr. Graty joined the Metropolitan-Vickers Traction Department at Trafford Park in 1923, was appointed Assistant Manager in 1932, and Sales Manager in 1935; in the last-named capacity he has been associated with many important traction contracts, including the extensive electrification on the Central Railway of Brazil. Mr. A. E. Grimsdale, Deputy Sales Manager, Traction Department, has been appointed to succeed Mr. Graty as Sales Manager.

L.M.S.R. STAFF CHANGES

Mr. A. A. Mottram, Technical Assistant (Works), Signal & Telegraph Engineer's Department, Crewe, to be Area Technical Assistant, Signal & Telegraph Engineer's Department, Stoke.

Mr. G. H. F. Lutter, Draughtsman, Chief Engineer's Department, Watford H.Q., to be Assistant to District Engineer, St. Pancras.

Mr. H. Walton, Assistant Superintendent, Goole Docks, to be Superintendent, Goole Docks.

Mr. H. C. Haberfeld, Chief Inspector, Goole Docks, to be Assistant Superintendent, Goole Docks.

Mr. G. F. C. Goodacre, Senior Mining Engineer's Assistant, Chief Civil Engineer's Department, Derby, to be Assistant to Mining Engineer, Chief Civil Engineer's Department, Derby.

Mr. D. S. Bolton, Assistant to District Operating Manager, London (Western), to

be Assistant District Operating Manager, London (Western).

Mr. J. Smith, Head Office Inspector, Chief Operating Manager's Office, Watford H.Q., to be Assistant to District Operating Manager, London (Western).

Mr. G. F. Luther, Clerk, Excursion Section, Chief Commercial Manager's Office, Watford H.Q., to be Passenger Assistant to District Goods & Passenger Manager, Sheffield.

Mr. A. Hill, Stationmaster, Wigan, to be Passenger Agent, Euston.

Mr. H. Oakley, Stationmaster, Wolverhampton, also in charge of Wednesfield, to be Stationmaster, Wigan.

Mr. F. Senior, Goods Agent, Rochdale, to be Goods Agent, Liverpool Road, Manchester.

Mr. B. Audsley, Goods Agent, Bradford (Bridge Street), to be Goods Agent, Bradford (Valley).

Mr. E. Steele, Chief Claims Clerk, District Goods Manager's Office, Leeds, to be Goods Agent, Bradford (Bridge Street).

Mr. J. W. Wilson, Goods Agent, Mansfield, to be Goods Agent, Rotherham.

Mr. W. J. Crisp, Goods Agent, Barnsley, to be Goods Agent, Mansfield.

Mr. S. Ogden, Clerk, District Goods & Passenger Manager's Office, Sheffield, to be Goods Agent, Barnsley.

Mr. M. Abbott, Chief Delivery Clerk, Edge Hill, Liverpool, to be Cartage Agent, District Goods Manager's Office, Liverpool.

Mr. John Thompson has been appointed Mechanical Engineer of the Northern Counties Committee, L.M.S.R., in succession to the late Mr. Malcolm Patrick.

The Lord Chancellor has nominated Mr. Justice Singleton to be *ex-officio* Commissioner for England under the Railway & Canal Traffic Act, 1888.

Mr. F. L. Castle (General Manager of the Siemens & General Electric Railway Signal Co. Ltd.) has been elected Chairman of the Railway Brakes & Signals Industrial & Export Group in succession to Captain B. H. Peter (Deputy-Chairman of the Westinghouse Brake & Signal Co. Ltd.).

British Automatic Co. Ltd.

The ordinary general meeting of the British Automatic Co. Ltd. was held at Winchester House, Old Broad Street, London, E.C.2, on May 7, Major R. D. K. Curling, M.C., Chairman of the company, presiding.

The Secretary, Mr. Ivan B. Lindley, read the notice convening the meeting.

The Chairman, in a statement issued with the report and accounts, said that the period covered was the first complete year of so-called "peace" since 1938, the year in which the Empire Exhibition, held in Glasgow, was the outstanding national event, and freedom to trade without controls was the order of the day.

Now they were beset with restrictions of every description. Increased wages and expenses, and rising costs of commodities, were the fruits of victory. The Ministry of Food had just raised the price of cocoa beans (the basic raw material for the company's chocolate vending business) from 51s. to 119s. per cwt., an increase of 133 per cent.

He mentioned these dismal facts at the outset, as they had such a profound bearing on the future of their business. With the loss of freedom to trade, and with the present controls and restrictions, their efforts to maintain and improve the company's business were very largely minimised. Nevertheless, the results for the year were not unsatisfactory.

The takings from their weighing machines in 1946 were the highest ever recorded in the company's history: they were slightly higher than in 1945, which was in itself a record year. The receipts from the vending and amusement departments also were higher than in the previous year. Unfortunately, against all these increased takings there had to be set rising operating and administration charges which had reduced considerably what otherwise would have been a much higher trading profit. As it was, the increase was only £1,275 over 1945, and the net profit of £15,891 only £1,202 more than in the previous year.

The final profit for the year, after all appropriations other than dividend, was £13,180, and as the directors had decided to recommend the payment of a dividend of 6 per cent., less tax, which would need £13,200, £20 was taken from the balance of £10,974 brought forward from 1945, leaving £10,954 to be carried forward.

There was one feature in the year's balance sheet to which he wished particularly to refer. Since he took office, over seventeen years ago, provision had been made by their company, not only for the depreciation of its own machines, but also for the machines of its subsidiary companies. The amounts set aside each year had been accumulated in the depreciation and renewals account, which at December 31, 1946, amounted to £334,504.

Since 1943, consolidated balance sheets had been published which clearly showed the net book value of all the automatic machines in their group. In order that the values of the machines in the individual companies might also be shown at their net book values, inter-company purchases and sales of machines had taken place. The balance of the depreciation and renewals account had been deducted from the machines and fittings account.

As a result, the net figures of the book values of machines appearing in the consolidated balance sheet at December 31, 1946, remained unchanged. So far as the individual balance sheets of each company in the group were concerned, the

book values were now shown therein as net instead of gross, thus enabling them to give effect to the recommendations of the Cohen Report as incorporated in the Companies Bill.

These inter-company transactions also had had the effect of increasing the company's indebtedness to its subsidiaries at December 31, 1946, by £101,378.

The only other items of significance in the balance sheet which might call for explanation were as follow: Premises, plant, etc., and leases and goodwill together showed an increase of £11,610, which was due mainly to the acquisition of further retail businesses. Stocks and stores had increased by £15,023, which was due to improved supplies of machine repair materials, increase in the personal points ration in twelve months from 12 to 16 oz. per ration period, and to the stocks acquired with the new retail businesses. Sundry debtors, etc., British Government securities, and other investments and cash together had increased by £50,420, whilst on the other side of the balance sheet, provision for current taxation and sundry creditors had increased by £53,510.

In previous years, £15,000 had been provided for deferred maintenance of machines. No such provision had been made this year because more than £15,000 extra had been spent on current maintenance. In 1947 they hoped to do some of the deferred repairs.

North British Locomotive Co. Ltd.

The 44th annual general meeting of the North British Locomotive Co. Ltd. was held in Glasgow on April 21, Sir Frederick C. Stewart, Chairman of the company, presiding.

The Chairman, in moving the adoption of the report and accounts, said that since their last meeting there had been three new appointments to the board of directors, and they could congratulate themselves on obtaining the services of three gentlemen who were so eminently suitable and qualified to give additional strength and support to the board. He referred to the appointment of Sir Andrew Rae Duncan and Mr. Robert L. Angus, who accepted the invitation extended to them to join the board; and to Mr. Robert Arbuthnott, who would act in the capacity of Joint Managing Director with Mr. Douglas Lorimer.

Sir Andrew Duncan and Mr. Angus, both highly esteemed, not only from the personal point of view, but for their outstanding achievements in national and business affairs, brought to their company a wide knowledge, experience, and ability which would be of the utmost value to their company in the conduct of its affairs.

In Mr. Robert Arbuthnott they had a member of a younger generation who had been connected most of his life with the locomotive industry, having been a Manager and Director of Nasmyth Wilson & Company, the locomotive-building firm, until he left for service in the Forces.

The Chairman was pleased to report that after a prolonged illness their colleague, Mr. J. B. Mavor, was now much improved in health, and, during his period of convalescence, he was visiting South Africa and Australia, combining his visit with some business arrangements for their company in so far as he was making personal contact with customers and agents.

The year's trading had resulted in a profit of £248,513, as compared with

Extensive preparations were being made for the resumption of their main business of selling chocolate and confectionery through vending machines on railway stations as soon as the personal points rationing of these commodities ceased. They had in hand a programme for the supply of a considerable number of new and up-to-date machines, and in this connection he was pleased to be able to say that during negotiations with the main-line railway companies, their relations with the companies' officers had been on a friendly and businesslike basis.

Arrangements were well ahead for the extension and development of the other sections of their business and the effective maintenance of their weighing machines. "A weigh a day keeps the doctor away" was a proverb which was very much the vogue in these days of rationing.

It gave the Chairman very sincere pleasure to express his appreciation for the services rendered to the company by the General Manager, Mr. F. L. Timmins; the Assistant General Manager, Mr. W. J. Devenish; the Secretary, Mr. I. B. Lindley; and the managers and staff during the year.

The report and accounts were adopted, and a dividend of 6 per cent., the same as last year, was declared.

The retiring Director, Major C. H. Montgomery, M.I.Mech.E., A.M.I.E.E., was re-elected, and the Auditors, Peat, Marwick, Mitchell & Co., were re-appointed.

£207,404 for the preceding year. From the profit figure £110,000 had been placed to taxation reserve account to meet the company's liability for taxation; £66,895 had been added to general reserve, bringing the total of this fund to an amount of £350,000.

The sum of £20,000 had been added to the fund created for research and development, increasing this fund to £40,000. The balance of profit remaining after giving effect to the foregoing appropriations was £51,618. After including £54,722, being balance of profit from the previous year, they had £106,340.

The interim dividend on the preference stock paid in September, 1946, absorbed £10,313, leaving a sum of £96,027, from which the directors recommended that a final dividend of 2½ per cent. on the preference stock and a dividend of 5 per cent. on the ordinary stock, for the year 1946, be paid. Both dividends, to be paid less income tax at 9s. in the £, would absorb £44,687, leaving a sum of £51,340 to be carried forward to next year.

Fixed assets had been well maintained by an increase of some £63,000 over last year's figure. The provisional amount received in respect of the E.P.T. post-war refund had been placed meantime under the heading of reserves.

The work-in-progress position was very satisfactory and showed a gratifying increase of £78,000; and current assets exceeded current liabilities and provision for future liabilities by the substantial figure of £1,491,760.

The past year from a trading point of view was satisfactory, but its success was not achieved without encountering and overcoming many difficulties. In common with most industrial concerns, they had to face a period in which raw materials and component parts required for production were in short supply.

The report and accounts were adopted.

Transport Bill Through the House of Commons

Many clauses and amendments not discussed under guillotine procedure

On Tuesday last the guillotine fell at 9.30 p.m. during the Report stage of the Transport Bill. There were then 204 Opposition amendments and 92 Government amendments which had not been reached; 85 of the 123 clauses of the Bill and all the 15 schedules were left without discussion.

When, in the afternoon, the Bill was further considered on Report,

On Clause 12 (Vesting date), Mr. Assheton (City of London—Con.) moved an amendment to substitute "the appointed day" for January 1, 1948, which is named in the Bill as the day when all the transport undertakings to be taken over are to be vested in the Transport Commission. Whether the Bill would ever receive the Royal Assent or not he could not say, but it was evident that it would not be for some considerable time yet, and that would leave very little time for the appointment of the Commission and all the executives and the setting up of this huge new organisation. The amendment merely gave power to postpone the transfer until some sort of workable organisation had been set up. We did not want a transport crisis next year following a coal crisis this year.

Mr. Ernest Davies (Enfield—Lab.) suggested that the reason Opposition members were trying to eliminate January 1, 1948, as the date of transfer was that they wanted to be able to argue, possibly in the House of Lords, that the Minister had power to change the date and that might give them an opportunity for delay in the enactment of the Bill.

Mr. Sparks (Acton—Lab.) believed there was danger of a transport crisis unless they quickly changed over to the new form of organisation. It should be made clear that January 1 next was the date decided on.

Mr. Barnes (Minister of Transport), resisting the amendment, said that he saw no reason for changing the view he expressed in Committee. The Ministry's present control over the railways, canals, and L.P.T.B. would expire at the end of this year and it was desirable that these undertakings should then pass immediately into the new scheme under public ownership. He would have ample opportunity before January 1 next of appointing the Commission and the executives ready for taking over their responsibilities to provide an adequate transport system for the country.

Mr. MacMillan (Bromley—Con.) said that Mr. Barnes had argued that the present state of uncertainty was bad for things and that it was vital to end it as soon as possible. No more damning condemnation of what his Government was doing about gas, electricity, steel, and all the other industries it intended to nationalise could be imagined.

The amendment was negatived by 289 votes to 135.

TREATMENT OF L.P.T.B. STOCK

On Clause 17 (valuation of securities for compensation purposes),

Mr. W. G. Hall (Financial Secretary, Treasury) moved an amendment which, he said, implemented an undertaking given during the Committee stage that the L.P.T.B. guaranteed 1967-72 stock should be given special treatment. The decision was that a special Transport Commission stock should be created to carry with it the same rate of interest and be paid on the same terms as the present stock. It

was to be taken over at 107½, and that would continue to apply. Apart from that, special stock would be created to run on the same terms as the present L.P.T.B. stock.

Mr. Assheton said the Opposition was thankful that the Government had come to that decision. It had been a blot on the Bill that Government guaranteed securities were to be treated in the extraordinary way proposed. It was regrettable that the Government had not made it possible for the obligations of the railway companies to be guaranteed in the same way. Those obligations were not being taken over by the Government and the stockholders were being defrauded of their security.

The amendment was agreed to.

Mr. Hall, answering arguments that arose on related amendments, said the stock would now go back to its nominal value and would be put in a category of its own. Although the Chancellor of the Exchequer had acceded to the general wish from the Opposition that it should have this special category he did not for one moment admit that there would have been any broken faith on the part of the Government had the stock remained in the original list. The guarantee was against default by the L.P.T.B. and the L.P.T.B. had not defaulted.

Mr. Bracken (Bournemouth—Con.) said it was a great pity that on a day when his master was away the Financial Secretary should take away such little prestige as the Chancellor regained when he decided that it was his duty to honour British Government obligations.

The amendments were agreed to.

"A SORRY PARODY"

On Clause 38, relating to certain road transport undertakings to be acquired by the Commission,

Mr. Poole (Oswestry—Con.) moved an amendment under which the expression "long distance carriage" would apply to a distance of 80 miles instead of 40 miles. He complained that the arbitrary limitations of 25 miles and 40 miles imposed by the Government were totally illogical. It seemed remarkable that the same distances were chosen to apply to all parts of the country, for distances suitable for London or the southern counties were quite unsuitable in their application to country districts, Scotland, or Wales.

Sir D. Maxwell Fyfe (Liverpool, West Derby—Con.), supporting the amendment, said it was admitted on the Government side that the road haulers, who had been the subject of so many sneers from Labour members, were to lose their businesses or keep them according to a test which was admittedly arbitrary. That could not be defended on any grounds of justice whatsoever. In regard to London and other great centres and to rural areas the Government's proposal was unjust. In the rural areas 40 miles was not regarded as any distance at all. The idea that a vehicle was not to be more than 25 miles from its operating centre was simply ridiculous. The limit during the war was 60 miles, but now in the piping times of Socialist expansion in peace it was to decline to 40 miles. One was left gasping at the mentality which proposed such things. During the last three days the House had witnessed a sorry parody of legislative effort. The Socialist Party was ready to disturb and confuse the road haulage in-

dustry. Referring to the curtailed Report stage, which had lasted only 1½ hours, he pointed out that 92 Government amendments and 204 Opposition amendments had not been called.

Sir D. Maxwell Fyfe was still speaking on the amendment to Clause 38 at 9.30 when the guillotine fell and further discussion of the amendment came to an end.

The Speaker then called Mr. Barnes, who formally moved the succeeding Government amendments. The Report stage was concluded.

The Third Reading

Mr. Barnes, in moving the Third Reading of the Transport Bill on Monday, said that, assuming the Bill received the Royal Assent, there would be transferred to public ownership on January 1, 1948, some 68 railway undertakings, 52,000 miles of track, 1,230,000 wagons, 45,000 passenger coaches, 20,000 locomotives, 25,000 horse vehicles, 70 hotels, and 50,000 houses. There would be 1,640 miles of canals and waterways and 100 steamships, totalling 150,000 gross tons.

Very quickly afterwards, as the provisions of the Bill compulsorily to acquire certain long-distance road undertakings became operative, it was estimated that 34,000 commercial lorries would pass to the Commission, and the staff employed by the controlled undertakings now on the books numbered approximately 692,000 persons.

He did not accept for a moment that this was a badly drafted Bill. It had emerged with its main structure and purpose unimpaired, and the number of amendments which had been considered was a justification for Parliamentary procedure rather than an indication of any weakness in the Bill. A number of representative organisations had been consulted, and most of the Government's 280 amendments were the result of these discussions.

So far, 120½ hours of Parliamentary time had been devoted to the measure. When the proceedings concluded that evening it would total 127½ hours. Of those 127½ hours, 18½ were given to the second reading and 77½ to the Committee stage. Of the 77½, 30 were devoted to Part I of the Bill relating to the Commission. At all stages of the Bill every effort was made by the Government to come to time-table arrangements and the Opposition was offered full opportunity to determine how the time would be allocated at all stages.

"FAIR COMPENSATION"

The Government was satisfied that the compensation decided on for the controlled and road haulage undertakings was sound, practicable, fair, and quick in its operation. With regard to road haulage, he was still considering two other aspects of compensation, namely, the circumstances in which payments of a limited sum might be made in cash instead of in stock, and a method of providing for compensation in cases where the hauler had been refused permission to continue operation beyond a radius of 25 miles, and elected to hand over to the Commission part only of his assets. In addition, negotiations had been proceeding for some time with the road passenger transport interests in regard to compensation.

He frankly admitted that, as the result of discussion, both in Committee and on Report, and with various experienced bodies, the Bill was better than the one he introduced in December, 1946. The transport system was today unable to handle

all the traffic and passengers offered. The Government had been wise in pressing forward with the Bill, so that when the control agreement came to an end on December 31 of this year, the Transport Commission would be able to take over the vital services in the interests of the community on the following day, mobilising public credit at a cheap rate to finance substantial improvements, and toning the services up to undertake their task in the future.

REJECTION MOVED

Sir D. Maxwell Fyfe, who moved the rejection of the Bill, said that after the manning of basic industries the improvement of the transport industry was one of the most important national factors. The vital period was the next 15 months, before the dollar loan ran out, and the Opposition claimed that the Bill could not, and would not, during that period do a single thing to help transport or productive industry. It would inevitably deflect the power and energy of those engaged in the industry and cause confusion throughout it. The Opposition held a deeply rooted conviction of the inherent rottenness of the measure.

While acknowledging the improvements that had been made to the Bill, a continent of bad things still remained. The intention, apparently, was to make the Minister a sort of god above the machine. It was quite clear that he would be a spanner in the machinery. A public corporation so dominated by ministerial powers, so weak in being able to control its own agents, did not give nationalisation a chance. The set-up was inherently vicious.

The Bill had been trumpeted as the herald of co-ordination and integration. He asked the Minister to beware lest he was unable to see local needs because of his centralising blinkers. All over the country, and especially in Scotland, there was a feeling that local needs and aspirations were being ignored, and all that was left was what would eventually come flowing stagnantly through the leaky conduit pipe from Whitehall.

UNREAL DISCUSSION

It was ridiculous and unreal to expect those who had to consider the Bill—which originally contained 127 clauses and 13 schedules—to limit their time to two months. Was it really going to be said in 1947 that the Mother of Parliaments was not prepared to give up a summer holiday so that a measure which touched so clearly and nearly the life of the people should be fully discussed? It was for that petty reason that the Government had refused to go on with the discussion of 35 clauses and seven schedules in the Committee stage and on Report.

Four great bodies of people were mobilised behind the Opposition, the road hauliers, the railway stockholders, who had been denied justice, the traders who saw as the ultimate aim of the T.U.C. document denial of freedom of choice, and those who still believed in free discussion as the essence of democracy and the basis of the liberty of this country. The Bill was nothing but an Emasculation of Transport Bill.

Mr. Ernest Davies (Enfield—Lab.) said that the Bill would have been better if it had included road haulage and road passengers, and better still if coastal shipping had been included. He warned the Minister to be ready to bring in amending legislation, because there was a grave danger of a diversion of traffic from the Transport Commission to the private

trader, who would carry the economic loads, leaving the Commission to deal with the more uneconomic traffic.

Sir A. Salter (Oxford University—Ind.) said that one good purpose of the Bill was to secure the economy of co-ordination in transport, but a vast monopoly was to be created. The Transport Commission could cover up losses on one part of its service through profits on higher charges of another. The Commission, or one of its Executives, would have demands for higher wages and shorter hours out of relation to conditions applying to similar skilled labour in private undertakings. There was the possibility of a strike, or, alternatively, of putting up charges anywhere.

With a private concern there was the powerful countervailing pressure of the possibility of loss and bankruptcy. Unions and employers knew it. There was no similar countervailing pressure with the Transport Commission. He believed the Bill would require the most fundamental modifications or it would collapse. He hoped if it did collapse it would do so before it brought down the general economy of the country.

Mr. G. R. Strauss (Parliamentary Secretary to the Ministry of Transport) said that the impression had gone out that by imposing the guillotine they were doing something novel and unprecedented and that they were taking a step in undermining Parliamentary democracy. The fact was, that every Government in the last 40 years had found it necessary to curtail debate when it desired to get a measure through and there was strong opposition. Twenty-two hours were spent on Clause 4 and the Minister and he reached the conclusion that, if they were to continue at the same rate for the rest of the Bill, they would take 2½ years in Committee.

If it had not been for the guillotine, they would not have been out of Committee, or nearly out of it, at the end of the session. If any Opposition were allowed to succeed in delaying tactics, Parliamentary procedure would be reduced to a farce. No alternative to the Bill had been put forward by the Opposition.

The motion for rejection was negated by 308 votes to 194—Government majority, 114—and the Bill was read the Third time.

Parliamentary Notes

Reservation of Railway Seats

Lord Brabazon of Tara, in the House of Lords on April 30, asked His Majesty's Government why the reservation of seats on railways was to be discontinued. There had been a time, not very far back, when one could reserve a railway carriage; he remembered being questioned in the House of Commons as to who was allowed to have such a luxury, and his reply had been—correctly—"persons with infectious diseases, corpses, high Service officials, lunatics, convicts, and Cabinet Ministers."

He knew that due to coal shortage they were to have fewer trains than usual; but that was a good reason for having reservation of seats. They would soon come to the holiday period, when people with families would try to get to the seaside, and he would have thought it was no great disgrace, although the Government talked about planning and did not plan, for little people in small walks of life to be able to plan their holidays for a certain date and make a reservation so as to go on that date. The distress they had

witnessed through persons queueing up at 6 o'clock in the morning to catch a train at 10 o'clock at one of our London termini was lamentable. They were allowed on the platform when the train had not come in; and when it came there was a general rush and the seats went to the strong. He did not think travelling was as uncomfortable anywhere else in the world. He did not know whether it was in the mind of the Government to make as many people as miserable and uncomfortable as possible.

GOVERNMENT VIEW

Lord Walkden, in reply, said he had no desire to differ from Lord Brabazon in his criticism of the railway services at the present time. They were, indeed, deplorable. But we had just come through the greatest war we had ever known, and all the equipment was in a bad state and all repairs in arrears. The Government had in mind and was carrying through a measure designed to furnish the country with a much better railway service than it had ever had, but in the meantime they had to make the best of what they had got.

The Minister of Transport greatly regretted it had been necessary to announce the withdrawal of seat-reservation facilities as from the introduction of the summer timetables on June 16.

The position this summer, however, was governed by the over-riding need to save coal, which had made necessary the reduction in train services already announced. The cuts were being arranged to cause the least possible inconvenience, but there inevitably would be some congestion in passenger trains, particularly at weekends. The reservation of seats required staff, not only for the office work, but also to ensure that the reservations were respected; and the larger the number of would-be passengers on a train, the larger was the staff required. The railways had considered the traffic prospects this summer, in relation to the services and to the staff which would be available, and had recommended to the Minister that, in the conditions they were likely to experience this summer, the continuance of the seat-reservation facilities was not justified, and would not be practicable. It was primarily the consideration that with heavy crowded trains seat reservation could not be made effective that had led to the conclusion. He was sure the companies were as reluctant to make that recommendation as the Minister was to accept it, but no other course was practicable.

The only exceptions it had been possible to make were for passengers travelling to or from boat services, when the number of passengers travelling to join a particular boat was known beforehand, and train facilities accordingly could be related to actual requirements. That being so, it was desirable in the interests of tourist traffic to maintain seat reservations on boat trains. He was sure everyone would agree it was reasonable to offer that small measure of comfort to those just landed on our shores, or those receiving their final impressions of a visit to this country.

The Minister and the railways would, of course, keep the position under review, and they hoped, providing coal was available to run adequate services, that it would be possible to restore seat reservation to the amenities provided by the railways before too long.

Travel Facilities, Bexley

Mr. E. A. Bramall (Bexley—Lab.), in the House of Commons on May 2, on the motion for adjournment, raised the matter of the railway travelling facilities serving Bexley. Bexley had very little industry;

its inhabitants had to travel to Erith, Crayford, Woolwich and, above all, to London to earn their living, and they did so under conditions which made their working days a positive nightmare. During the rush hours a normal state was for 15 people to be standing in a compartment, as well as 10 or 12 people sitting. It was not uncommon for windows to be broken by the internal pressure.

Taking the areas of Bexley, Sidcup, Crayford, Dartford and Erith, the local government area served by the Bexleyheath and Bexley lines, the population had increased by nearly 100 per cent. since 1931. Apart from rush hours, the travelling position was bad throughout the day. On these lines, staggered hours would represent a palliative, but not a solution. The provision of tickets was inadequate.

He recognised that the situation could not be met in full until they could get operating the new suburban lines to be constructed under the Inglis plan. Too much stress was placed on the provision of trains to the City. Services had been instituted on the Bexleyheath line to Holborn and Blackfriars, but what was the good of those trains to persons most of whom worked in the West End. Between 5 and 6 p.m. the Mid-Kent line—that which served Hayes, Addiscombe and Sanderstead—had nine trains from Charing Cross, whereas the Bexleyheath line had only six.

He and some other Members also concerned with this area thought there should be an extension of the Bakerloo line which would go to Hither Green.

Mr. George Wallace (Chislehurst—Lab.) said the problem affected the whole south-eastern area. The extension of the tube was imperative.

Mr. A. M. Skeffington (Lewisham, West—Lab.) said that the passengers in Mr. Bramall's area were, at any rate, at the beginning of the journey; it was not difficult to imagine what chances his own constituents had to get on trains at intermediate stations.

Mr. G. R. Strauss (Parliamentary Secretary to the Ministry of Transport) said the difficulty arose very largely because the Southern Railway had been particularly farsighted and energetic in its electrification of its lines before the war. That electrification had been responsible, to some extent, for the great growth of traffic in that part of London.

TUBE EXTENSION

Mr. H. Berry (Woolwich, West—Lab.): Is Mr. Strauss aware that this situation prevailed before electrification, and that a promise was given by Sir Herbert Walker in 1924 that it would be remedied after electrification? Is he further aware that an inter-departmental committee in 1928 found in favour of a tube extension in South-East London?

Mr. Strauss said that might be, but the population in the area during the last 10 years had almost doubled. Moreover, technical changes had been made a year or two before the war, which had increased the capacity of the line by 25 to 50 per cent. by the building of a loop line.

He was advised it was impossible to run more trains during the peak hours. It also was not possible to increase the number of carriages, because the stations and the signalling system were only capable of carrying trains with eight carriages.

He could assure Mr. Bramall there would be no cuts certainly during the peak hours in the summer, and he was hoping

there would be no cuts in other trains, even in the non-peak hours. Apart from that, the only hope lay in the long-term plans, the lengthening of platforms, the Inglis plan and the construction of new lines in the area. But that would cost a great deal, and would depend on the materials and labour available.

Questions in Parliament

Reduced Rail Services

Mr. P. L. E. Shurmer (Birmingham, Sparkbrook—Lab.) on April 28 asked the Minister of Transport, in view of the inconvenience which would result from the announced cut in holiday train services and the fact that it would only result in a saving of a half-day's production of coal, he would reconsider his decision.

Mr. Alfred Barnes in a written answer stated: I regret the need for the reduction in summer services, but it is during this period that stocks of coal must be built up by every economy that can reasonably be made.

Sleeping-Berth Accommodation

Mr. S. Wingfield Digby (Dorset Western—C.) on April 28 asked the Minister of Transport what proportion of sleeping-berth accommodation on trains was still reserved for his department; and why all the berths on the train to Oban on the night of June 11 had already been allocated by his department.

Mr. Alfred Barnes in a written answer stated: Of the total sleeping accommodation available on all routes, 22 per cent. of the first class berths and 6 per cent. of the third class berths are available for Government-sponsored passengers. No berths are reserved for sponsored passengers in sleeping cars which serve Oban, and the whole of the accommodation is, therefore, available for reservation by the public in the ordinary way.

Steel Wagons in Sidings

Mr. J. Baker White (Canterbury—C.) on April 28 asked the Minister of Transport if he was aware that a considerable number of steel wagons in new condition were standing empty in sidings at Martin Mill Station; how many wagons there were and for how long they had been standing in the sidings; and what reason there was to prevent them from being brought into active use for the carriage of seed potatoes and coal.

Mr. Alfred Barnes in a written answer stated: I am aware that there are 117 steel wagons standing at Martin Mill, awaiting side and end doors, which manufacturers have so far been unable to supply owing to shortage of steel. All possible steps are being taken to expedite the completion of the wagons.

Cheap Fare Facilities

Captain G. R. Chetwynd (Stockton-on-Tees—Lab.) on April 28 asked the Minister of Transport if he would extend the days on which cheap rates for parties were allowed to include Saturdays, as many persons were compelled to commence their one week's annual holiday on Saturday.

Mr. Alfred Barnes stated in a written answer: All the cheap-fare facilities now in force, except the monthly return ticket and the juvenile campers' party ticket, are day returns, and, even with the extension which Captain Chetwynd proposes, would not, therefore, cater for persons going away for their holidays.

Steel Industry Nationalisation

Mr. Alfred Edwards (Middlesbrough East—Lab.) on April 28 asked the Minister of Supply when he expected to be

able to make an announcement as to the Government's plans for taking over the steel industry.

Mr. John Wilmot (Ministry of Supply): No legislation on this subject will be introduced during the present session.

Railway Needs in Tanganyika

Colonel A. D. Dodds-Parker (Banbury—C.) on April 30 asked the Secretary of State for the Colonies (1) what action, having regard to the continued inadequacy of rolling stock on the Central Line in Tanganyika to carry present commitments of goods traffic, it was proposed to take to serve the large-scale requirement of the groundnut scheme; and (2) whether he was aware of the concern among commercial users of the Tanganyika Central Line about the situation likely to arise when they had to compete for wagon space with the Government-sponsored scheme; and what provision would be made for their goods traffic.

Mr. A. Creech Jones (Secretary of State for the Colonies): I am fully satisfied with the liaison between the Tanganyika Government and the managing agents for the groundnuts scheme on questions of railway equipment. Forty-seven box wagons have been on order to meet the ordinary goods traffic from the Central Line and orders for a further 90 have been placed to cover the extra requirements of the groundnuts scheme. About 250 wagons of miscellaneous types are also now being obtained from surplus stocks in the Middle East for the Central Line.

Colonel Dodds-Parker: Can the Minister give an assurance that local interests will not be entirely prejudiced by the Government's action over the groundnuts scheme, which, after all, is finally for the benefit of this country?

Mr. Creech Jones: Yes. The producers are already there who are engaged in the production of the vital needs both for their own and for this country, and their railway requirements are very much in our minds and will not be prejudiced.

Protection of Palestine Railways

Colonel M. J. Wheatley (Dorset Eastern—C.) on April 30 asked the Secretary of State for the Colonies what measures were being taken in Palestine to safeguard the permanent way and protect express railway trains against sabotage by terrorists.

Mr. A. Creech Jones: The measure at present in force to protect the permanent way and trains of the Palestine Railways against terrorist outrages include patrols, guards, frequent examination of the lines, and the restriction of traffic to the hours of daylight. In addition, a curfew prohibiting all movement outside built-up areas is imposed as the situation demands.

Colonel Wheatley: Would the Secretary of State consider sending out scientific experts to assist the local authorities to deal with these mines?

Mr. Creech Jones: I think it will be appreciated that this kind of sabotage is exceedingly difficult to detect, but the local authorities are taking all precautions and all possible steps to deal with it.

Mauritius Railway Employees' Complaints

Flight-Lieutenant Anthony Greenwood (Heywood & Radcliffe—Lab.) on April 30 asked the Secretary of State for the Colonies whether he would take steps to inquire into the grievances of employees of the Government railway administration in Mauritius; and whether he was aware that the trade union concerned had made representations without results.

Mr. A. Creech Jones, in a written

answer, stated: I have been in communication with the Governor of Mauritius, and he informs me that all cases of alleged grievance or injustice have been investigated and that no genuine grievance or instance of victimisation has been disclosed. The complaints in question refer to the posting or promotion of certain individuals. The Mauritius Government's Trade Union Adviser is giving the matter close attention, and a central committee has been set up to deal with representations from the railway union.

Handling G.W.R. Domestic Mail

The domestic mail of the G.W.R., passing between offices, stations and depots throughout the system, and including Ireland and the Channel Islands, involves the handling of a quarter of a million letters daily. The bulk of the mail travels by the company's passenger trains, some by its cross-Channel vessels, and some by road motor or despatch rider services. There are no set posting times, collection and delivery operating continuously throughout the 24 hr.

To ensure the smooth working of this service, the G.W.R. system is divided into 37 areas. Each area has a number; is based on a strategically-situated town, city or junction on the system; and has a main letter-sorting centre where the letters are sorted and made up into bundles for destination areas. All letters for stations or offices in an area carry the area number to facilitate sorting and delivery. This is included generally on the envelopes, or inserted by the sorters. At busy centres, whole-time sorters are employed. At less busy ones, the work is done by the station staff as part of their normal duties.

The passenger guard is the travelling letter sorter. He collects bundles just before his train leaves; re-sorts the letters into a small letter rack in his compartment; hands out letters at stopping places *en route*; and collects and sorts in other letters for stations or areas further along the line.

Members of the station staff act as postmen, collecting letters from and delivering them to the guard. Domestic mail is exchanged also between the G.W.R. and other railway companies. In London, a despatch rider service is in operation, linking up the various headquarters.

Sorters must be able to read all kinds of writing, and need an encyclopaedic knowledge of the geographical position not only of the 1,500 G.W.R. stations and those on other systems, but of numerous goods depots, marshalling yards, locomotive sheds, sidings, and other places in all parts of the system where small offices are situated.

ORDER FOR HUNSLT BOILERS.—An order has been placed by the L.N.E.R. with the Hunslet Engine Co. Ltd., Leeds, for ten locomotive boilers for "J35" class 0-6-0 freight locomotives of former North British Railway origin.

APPLIED PHOTOGRAPHY EXHIBITION.—An exhibition of applied photography is being held at Australia House, Strand, London, from May 7 to May 16, 10 a.m. to 5.30 p.m., Saturday and Sunday excluded. Admission is by invitation card obtainable from the Industrial Sales Department, Kodak Limited, Harrow, Middlesex. Among the subjects dealt with are radiography of welds and castings, photo-elastic stress analysis, and transfer-sensitising.

Notes and News

South Indian Railway Co. Ltd.—The liquidators of the South Indian Railway Co. Ltd. have declared a second distribution of assets at the rate of £7 for each £100 of capital stock.

Engineer Required.—An engineer, not over 40 years' of age, with sound technical background and commercial experience, is required by a London firm of engineers and exporters specialising in industrial machinery and railway equipment. See Official Notices on page 491.

Draughtsmen Required by Nigerian Government Railway.—Civil engineering and architectural draughtsmen are required by the Nigerian Government Railway Civil Engineering Department, for a tour of 18 to 24 months with prospect of permanency. See Official Notices on page 491.

Permanent Way Inspector Required.—A permanent way inspector is required by the Port of Bristol Authority. Applicants must have a thorough knowledge of the maintenance of railways and the laying of new permanent way in both flat-bottom and bullhead rail. See Official Notices on page 491.

Institute of Welding Annual Dinner.—The annual dinner of the Institute of Welding will be held at Grosvenor House, Park Lane, London, W.1, at 7.15 p.m. on June 25. Applications for tickets (price 30s. 6d., excluding drinks) should be made to the Secretary at 2, Buckingham Palace Gardens, London, S.W.1.

Castle Fork-Lift Truck.—We are informed that the name of the Merlift truck made by the Moss Gear Co. Ltd., Tyburn, Birmingham, which was described and illustrated in our April 11 issue, has been changed to the Castle fork-lift truck, and that the truck now is both made and marketed solely by the Moss Gear Company.

Railway Clerks' Association.—The Prime Minister, the Minister of Transport, and many national and international trade union leaders, have sent greetings to the Railway Clerks' Association, which celebrated its Golden Jubilee yesterday (Thursday). Jubilee celebrations will take place during the annual conference of the union at Torquay from May 12 to 16.—Next October there will be a rally at the Albert Hall, London.

Great Central Hotel Restored to L.N.E.R.—On May 14 the Great Central Hotel, Marylebone, will be derequisitioned by the War Office and handed back to the L.N.E.R. The company, which bought the premises from Frederick Hotels Limited in 1945 for £500,000, intends to convert them into a hostel for railwaymen of the four main-line companies who have been transferred to the London area. When the purchase was made it was proposed to use the premises as offices to reduce overcrowding caused by air raid damage on London stations, but the urgent need for housing railwaymen has caused the original plans to be altered. The hotel was used during the war by the War Office as a transit camp.

Southern Railway "Battle of Britain" Locomotives.—Names associated with the Battle of Britain are to be carried by a new class Southern Railway engine similar in design to the "West Country" class. It was decided to give these engines names connected with the Battle of Britain because it was fought almost entirely over country served by the Southern Railway. The first four locomotives will

be named "Winston Churchill," "Lord Dowding," "Sir Keith Park," and "Lord Beaverbrook," and these will be followed by three others, "Fighter Pilot," "Hurricane," and "Spitfire." As many as possible R.A.F. squadrons which took part will have a locomotive named after them, and famous aerodromes like Biggin Hill, Manston, and Croydon will be included.

Railway Summer Timetables.—The current timetables of the four main-line railway companies, together with subsequent alterations, will remain in operation until June 15, 1947, when the summer timetables will be issued.

Railways Inquiry Office.—What was formerly a Great Western Railway office, 7-8, Charing Cross, London, W.C.2, was opened again on May 5 as a joint office for the four main-line railways, for public inquiries and to issue railway tickets.

London Transport B.I.F. Train Service.—London Transport is running a special service of district trains between Earls Court and Kensington (Olympia) for the duration of the British Industries Fair. Trains run every ten minutes throughout the day, the first leaving Earls Court at 8.48 a.m., and the last departing from Kensington (Olympia) at 8.28 p.m.

Assistant Engineer (Construction), L.N.E.R.—An assistant engineer (construction), not more than 50 years of age, is required by the London & North Eastern Railway. Applicants must be either Members or Associate Members of the Institution of Civil Engineers, and have extensive knowledge of railway civil engineering in all its aspects. See Official Notices on page 491.

Diesel Locomotives for Blackhall Colliery.—The first 15-ton underground diesel locomotive for the Northumberland & Durham coalfield has been delivered to Blackhall Colliery by the Hunslet Engine Co. Ltd., and will supplement the work already being done at Blackhall by the 50-h.p. diesels supplied by this Leeds firm. The new unit, which is of 100 h.p., is one of the first deliveries for British pits now in hand and aggregating some £500,000 in value.

Display of C.A.V. Products.—At the British Industries Fair in Birmingham, the firm of C.A.V. Limited, Acton, London, W.3, has divided its stand into two parts, the first of which is devoted to a display of fuel-injection equipment for compression-ignition oil engines, and the second to low-voltage electrical equipment, including starters, dynamos, switches, lamps, etc., for commercial and industrial engines. A series of sectionalised models shows the constructional details of the equipment.

Thos. Cook & Son (Continental & Overseas) Ltd.—The formation is announced of a private company entitled Thos. Cook & Son (Continental & Overseas) Ltd., with a nominal capital of £600,000. It is to take over that part of the business of tourist and shipping agents, dealers in foreign exchange, and so on carried on by Thos. Cook & Son Ltd. outside the British Isles and Eire, including all or any of the shares held by Thos. Cook & Son Ltd. in various foreign and Dominion undertakings.

Forth Bridge Railway Company.—Net revenue for the year to December 31, 1946, after giving effect to the estimated operations of the financial arrangements with the Government in respect of the control of railway companies and the London Passenger Transport Board, was

£121,933, as in 1945. The dividend on the 4 per cent. debenture stock again took £28,933, and as in the previous year the balance of £93,000 is allocated to a dividend of 4 per cent. on the ordinary stock. The payment to trust account in respect of arrears of maintenance was £647, as against £11,715 in 1945.

L.M.S.R. Bookings to Isle of Man.—The L.M.S.R. announces that in connection with the sailings of the Isle of Man Steam Packet Company, through bookings to Douglas were reinstated via Liverpool on May 1, and will be restored on the Fleetwood route on May 23.

Executive Assistant Required by the L.P.T.B.—An executive assistant is required in the Staff & Staff Welfare Department of the London Passenger Transport Board. Applicants, who must not exceed 40 years of age, should preferably be graduates, and have had experience of education and industrial training. See Official Notices on page 491.

Indian State Railways Annual Dinner.—The response to the suggestion—quoted on page 346 in our issue of April 4—that the Indian State Railways annual dinner should be held on Monday, June 2, at the Café Royal has been so gratifying that it will now definitely take place. Morning dress or uniform will be worn. Tickets are obtainable from Mr. N. D. Calder, the East India & Sports Club, 16, St. James's Square, S.W.1.

General Superintendent Required.—A general superintendent is required for the Kanchrapara Workshops of the Railway Department, Government of India. Candidates should not be older than 50 years and must possess an engineering degree or equivalent, first hand knowledge of design, and modern methods of production of locomotives. See Official Notices on page 491.

L.M.S.R. Ambulance Shield Final Competition.—In our last week's issue we gave details of the results of the L.M.S.R. Ambulance Shield final competition, held at Belle Vue, Manchester, on April 25. We are informed that the winners were Crewe Works Machine Shop "B" and not Crewe Works Machine Shop "A" as

stated in our table; in some cases it was not made clear whether the team shown in our list was the "A" or "B" team of the respective works. The list as amended is as follows:—

Team	Marks gained
1. Crewe Works Machine Shop "B"	400½
2. Wolverton Works	393½
3. Bolton Loco.	371
4. Horwich Works Machine Shop	356
5. Camden Goods "A"	344½
6. Liverpool Exchange "B"	339½
7. Crewe Works Machine Shop "A"	332½
8. Nuneaton Traffic "A"	332
9. Earlstown Works	314

G.W.R. Sailing Tickets.—Sailing tickets will be required between July 11 and October 4 on both the Fishguard-Rosslare and Fishguard-Waterford services. They will not be issued more than eight weeks in advance of the sailing date.

Agreed Charges.—Applications for the approval of 79 further agreed charges under the provisions of section 37 of the Road & Rail Traffic Act, 1933, have been lodged with the Railway Rates Tribunal. Notices of objection must be filed on or before May 13 next.

State Purchase of Rhodesia Railways.—On April 30 the Legislative Assembly of Southern Rhodesia approved by 19 votes to 11 the purchase of the railways by the Government. The Government's provisional agreement to purchase the share capital of the Rhodesia Railways for £3,150,000 was the subject of an editorial note in our April 25 issue.

G.W.R. Fishguard-Rosslare Service.—After a lapse of five years, the G.W.R. will re-open its Fishguard-Rosslare route on Friday, May 23, with a tri-weekly service in each direction. It is hoped to operate the service with the ss. *St. Andrew*, which is just completing a refit after war service, but if the vessel is not ready the *St. Helier* will be used temporarily. London passengers will travel by the 6.55 p.m. train from Paddington. Restaurant car facilities will be available between Paddington and Swansea.

Skefko Ball Bearing Co. Ltd.—Sir Ralph Glyn, Chairman of the Skefko Ball Bearing Co. Ltd., said at the recent annual general meeting that the volume of orders reported a year ago had been well maintained. They looked back on 1946 as a

year of successful trading, although it was regrettable that, on account of circumstances outside their control, they had not found it possible to satisfy fully the demands of many of their customers.

Northern General Transport Co. Ltd.—This company, which is controlled jointly by the British Electric Traction Co. Ltd. and the L.N.E.R., showed a net income for 1946 of £217,792, after charging £288,142 for taxation. In the preceding year, the provision for taxation was

British and Irish Railway Stocks and Shares

Stocks	Highest 1946	Lowest 1946	Prices	
			May 6, 1947	Rise Fall
G.W.R.				
Cons. Ord.	61½	54½	54½	— ½
5% Con. Pref.	126½	107	119½	— 1
5% Red. Pref. (1950) ..	106½	102½	104½	+ 2
5% R. Charge	140½	122½	135½	—
5% Cons. Guar.	137½	118½	132½	—
4% Deb.	129½	106½	125	+ ½
4½% Deb.	129½	107	124½	—
4% Deb.	130½	114	125½	—
5% Deb.	142½	125	137½	—
2½% Deb.	95½	81½	92½	—
L.M.S.R.				
Ord.	30½	26½	27	—
4% Pref. (1923)	64	52½	58	— ½
4% Pref.	86	75½	79½	— 1
5% Red. Pref. (1955) ..	105½	97	101½	—
4% Guar.	108½	100	102½	—
4% Deb.	120	103	113½	—
5% Red. Deb. (1952) ...	108½	105½	104½	xd - 1
L.N.E.R.				
5% Pref. Ord.	7	5	6½	— ½
Def. Ord.	3½	2½	3½	—
4% First Pref.	59½	50½	54	— ½
4% Second Pref.	29½	25½	27	—
5% Red. Pref. (1955) ..	104	97	98½	—
4% First Guar.	107	98	101½	—
4% Second Guar.	101	90	95½	—
3% Deb.	104	87½	98½	—
4% Deb.	119½	102½	113½	—
4½% Sinking Fund Red. Deb.	107½	101½	103½	—
SOUTHERN				
Pref. Ord.	79½	70	72½	— ½
Def. Ord.	24	19½	22	—
5% Pref.	125½	107	118½	— 1
5% Red. Pref. (1964) ..	115½	106½	111½	—
5% Guar. Pref.	137½	119	132½	—
5% Red. Guar. Pref. (1957)	115½	107½	111½	—
4% Deb.	129½	105½	125	+ ½
5% Deb.	159½	125½	135½	+ ½
4% Red. Deb. (1962- 67)	113½	104½	110½	—
4% Red. Deb. (1970- 80)	115½	104½	111½	—
FORTH BRIDGE				
4% Deb.	109	103	103½	—
4% Guar.	105	102	99½	—
L.P.T.B.				
4½ "A"	133½	120½	128½	—
5% "A"	142½	130½	137½	—
3% Guar. (1967-72) ..	108	98½	104½	—
5% "B"	128½	117½	124½	—
5% "C"	64½	56½	62½	—
MERSEY				
Ord.	34	30	34	—
3% Perp. Pref.	76	69	72½	—
4% Perp. Deb.	117½	103	111	—
3% Perp. Deb.	98	81	92½	—
IRELAND*				
BELFAST & C.D.				
Ord.	8½	6	7½	—
G. NORTHERN				
Ord.	41½	30½	28	+ ½
Pref.	63½	52	50	+ ½
Guar.	97½	78½	87	—
Deb.	107	97½	99½	- 5
IRISH TRANSPORT				
Common	19/24	16/9	15/1½	- 7½d.
3% Deb.	107	100	105½	+ ½

* Latest available quotation



Lady Burrows, wife of Sir Robert Burrows, Chairman, L.M.S.R., presenting the prizes won in connection with the L.M.S.R. ambulance competition (see paragraph above)

OFFICIAL NOTICES

London & North Eastern Railway Company

APPPLICATIONS are invited for the position of Assistant Engineer (Construction). Applicants (other than those already in the Company's service) should be not more than 50 years of age, must be either a Member or Associate Member of the Institution of Civil Engineers, and have extensive knowledge of Railway Civil Engineering in all its aspects, with particular experience in the formulation of schemes and the design and execution of major New Works projects. Applicants should have held an executive position involving the organisation and supervision of a large staff. The successful applicant will be stationed in London, and be required to contribute to the L.N.E.R. Superannuation Fund. The appointment will be subject to the selected candidate passing satisfactorily the Company's Medical Examination and Eyesight Test.

Maximum salary £1,575 (including consolidation of War Advance) but the commencing salary will depend on qualifications and experience. Applications, with copies of two recent testimonials, and/or the names of two referees, should be forwarded to the Engineer (London), Kings Cross Station London, N.1, by not later than Wednesday, May 21, 1947.

LONDON PASSENGER TRANSPORT BOARD.

Applications are invited for a post as Executive Assistant in the Staff and Staff Welfare Department for specialist duties in connection with the formulation and administration of staff education and training schemes. Applicants, who must not exceed 40 years of age, should preferably be graduates. They must have had experience of education and industrial training, either as teachers or in the education and training schemes of a large organisation, and must possess initiative, and enthusiasm for adult education and training. Salary £600 to £750 p.a., according to qualifications and experience. The successful candidate will be required to pass a medical examination and to serve satisfactorily a probationary period. Membership of the Board's contributory superannuation fund is compulsory. Canvassing, either directly or indirectly, will disqualify. Applications, giving full particulars of education, business and other experience, professional or other qualifications, and present remuneration, and age, should be sent, not later than May 17, 1947, to the CHIEF STAFF AND WELFARE OFFICER (reference ER/E.422), LONDON PASSENGER TRANSPORT BOARD, 55, Broadway, S.W.1.

NOTICE IS HEREBY GIVEN that Westinghouse Brake & Signal Co. Ltd., Roderick Marcus MacGregor and James Perrin Coley, seek leave to amend the specification of Letters Patent No. 568,541, entitled "Improvements Relating to Track Signalling Systems for Railways and the Like." Particulars of the proposed amendment were set forth in the Official Journal (Patents) No. 3038, dated May 7, 1947. Any person may give notice of opposition to the amendment by leaving Patents Form No. 19 at the Patent Office, 25, Southampton Buildings, London, W.C.2, on or before June 7, 1947.

H. L. SAUNDERS,
Comptroller-General

£329,910, leaving a net profit of £123,865. A final ordinary dividend of 6 per cent. again makes a total distribution for the year of 10 per cent. The carry-forward is increased from £107,186 to £218,544.

Dean & Dawson Sheffield Office.—The representation in Sheffield of Dean & Dawson Limited has been transferred from the L.N.E.R. Victoria Station to 66, Fargate. The telephone number of the new office is Sheffield 28071-2, and the telegraphic address is Deandawson Sheffield. Mr. P. J. Smith continues to act as Branch Manager.

Recent L.M.S.R. Contracts.—The L.M.S.R. announces that contracts have been placed with the following firms for the construction of tank foundations, paving, and drainage work in connection with fuelling facilities for oil-burning locomotives:—

Leonard Fairclough Limited, Adlington, Lancs.: at Lostock Hall (Preston). Rose Grove (Burnley), Aintree (Liverpool), and Newton Heath (Manchester) motive power depots (also for the construction of a boiler house at Newton Heath).

E. J. Logan, 138b, West Hill, Putney, S.W.15: at Willesden and Cricklewood (also for a boiler house at Willesden).

W. Nicholson & Son (Leeds) Ltd.: at Mirfield (Yorks.) motive power depot.

Crown Agents for the Colonies

APPPLICATIONS from qualified candidates are invited for the following posts:—
DRAUGHTSMEN (as under):

Required by the Nigerian Government Civil Engineering Department for a tour of 18 to 24 months, with prospect of permanency. Commencing salary according to experience, age, and war service, in the scale of £600, rising to £970, a year, including expatriation pay. Outfit allowance £60. Free passages. **DRAUGHTSMAN** (Civil Engineering):

Candidates must have had a good general and technical education and have had at least five years' experience in the drawing office, preferably of a Civil Engineering Railway Department or a firm of Consulting Engineers or Contractors, with practice in railway work. A knowledge of the design and construction details of civil engineering structures and railway trackwork will be required, including the ability to take off quantities, prepare estimates, and draft general specifications.

DRAUGHTSMAN (Architectural):

Candidates must have had a thorough training and should preferably be registered as an architect. They should be experienced in the preparation of sketch plans, working drawings and details, and in the preparation of bills of quantities and specifications, for general industrial work and housing. A sound knowledge of building construction, sanitation, and simple reinforced concrete work, together with ability to direct and instruct junior assistants, is necessary.

Apply at once by letter, stating age, whether married or single, and full particulars of qualifications and experience, and mentioning this paper, to the CROWN AGENTS FOR THE COLONIES, 4, Millbank, London, S.W.1, quoting M/N/17417 on both letter and envelope.

ENGINEER, with sound technical background, commercial experience and good personality, required by old-established London Engineers and Exporters specialising in industrial machinery and railway equipment. It is unlikely that appointment will be made for several months, as successful applicant required understudy partners with view to directorship. Selection will be made only after most careful investigation. Ability to purchase some shareholding later and/or introduce suitable connection or agencies advantageous. Candidates (not over 40) should forward the fullest possible particulars of their education, experience and commencing salary desired. Applications treated strictest confidence, but those without fullest details not considered. Applicants requiring investigate possibility merging their existing business may communicate through solicitors in first instance—Box 106, *The Railway Gazette*, 33, Tothill Street, Westminster, London, S.W.1.

BELLMAN HANGARS for workshops, storage, etc., supplied and erected under license, 89 ft. 5 in. clear span, 18 ft. clear height, 175 ft. long. Door openings for full width at each end if required.—**BELLMAN HANGARS LIMITED**, Terminal House, Grosvenor Gardens, London, S.W.1. Sloane 5249.

Fletcher & Co. (Contractors) Ltd., Mansfield, Notts.: at Nuneaton and Wellesborough (also for a boiler house at Wellesborough).

Edward Wood & Sons Ltd., Derby: at Nottingham and Toton (Derby) motive power depot.

Stewarts and Lloyds Limited.—A dividend of 12½ per cent. has been declared again on the deferred stock of Stewarts and Lloyds Limited, but preliminary results for the year ended December 31, 1946, suggest a sharp increase in earnings. A net profit for the year of £1,398,182 is shown, subject to audit, but this was after charging £590,000 for deferred repairs.

Vulcan Foundry Limited.—The balance of the profit and loss account for the year to December 31, 1946, is £316,439 (£189,933). After deducting £227,439 (£163,737), appropriated for taxation on the year's profits, and £50,000 (nil) transferred to general reserve; and adding £45,782 (£45,451) brought forward, there is an available balance of £84,782 (£71,647). From this balance has to be deducted an interim dividend of 2½ per cent. (same) on the cumulative preference shares paid in September, 1946, amounting, less tax, to £1,375 (£1,250), leaving £83,407 (£70,397). The directors now recommend a final dividend of 2½ per

Government of India

APPPLICATIONS are invited for the appointment of General Superintendent, Kanchrapara Workshops of the Railway Department, Government of India.

Qualifications and etc.—Candidates should not be older than 50 years and must possess an Engineering Degree or equivalent, first hand knowledge of design and modern methods of production of locomotives and their boilers, and extensive experience in a responsible executive position in an important railway or industrial works where locomotives and boilers are designed and constructed. The appointee will take full charge of the projected Loco. and Boiler Works during construction, including staff training arrangements, etc., and later during manufacture.

Terms, etc.—Appointment for 5 years, subject six months' probation, and terminable three months' notice either side. Pay according to qualifications and experience; candidates should state minimum acceptable. Free passages. Leave.

Further particulars and forms of application may be obtained on request by postcard, quoting reference 322, from the HIGH COMMISSIONER FOR INDIA, General Department, India House, Aldwych, London, W.C.2. Last date for receipt of completed applications, May 19, 1947.

PORT OF BRISTOL AUTHORITY

APPOINTMENT OF PERMANENT WAY INSPECTOR

THE Port of Bristol Authority invites applications for the position of Permanent Way Inspector for their Docks at Avonmouth, Bristol and Portishead.

Applicants must have a thorough knowledge of the maintenance of railways and the laying of new permanent way in both flat bottomed and built-head rail.

The successful applicant will be stationed at Avonmouth Docks.

The salary for the post will be in accordance with Grade II of the A.P.T. Division of the National Scale of Salaries, that is, £360 per annum with increments of £15 per annum to a maximum of £405 per annum, subject to satisfactory service, plus a war bonus which is at present £59 16s. per annum.

The successful candidate will be required to pass a medical examination, and the appointment will be made subject to the Local Government Superannuation Act, 1937.

Applicants should state their age, present employment, and present position.

Any candidate for this appointment shall disclose in his application whether to his knowledge he is related to any member of the Authority or to the holder of any Senior Office under the Authority. Canvassing, either directly or indirectly, shall disqualify an applicant.

Applications must be sent to the undersigned not later than Tuesday, June 10, 1947.

W. P. WORDSWORTH,
Chief Engineer
Avonmouth Docks, Bristol.
May, 1947.

cent. (same) on the 5 per cent. cumulative preference stock (less income tax at 9s.), and 5 per cent. (same), and a bonus of 1½ per cent. (nil) on the ordinary stock (both less income tax at 9s.), carrying forward £51,820 (£45,782).

Oerlikon Limited.—At a recent extraordinary general meeting of Oerlikon Limited a special resolution was passed to the effect that the company be wound up voluntarily, and that Mr. K. F. Steven, of Pinners Hall, Austin Friars, in the city of London, Chartered Accountant, be appointed liquidator.

Forthcoming Meetings

May 15 (Thu.).—The Institution of Electrical Engineers, Savoy Place, Victoria Embankment, London, W.C.2. 5.30 p.m. Annual general meeting. (Corporate members and associates only). 6.30 p.m. "An Analysis of the Problems of Long Line Signalling," by Mr. T. S. Skillman, M.A., A.M.I.E.E.

May 31 (Sat.).—The Permanent Way Institution (London Section), at Northampton: "Welding as Applied to Track Work," by Mr. N. W. Swinnerton, L.M.S.R.; also a visit to the Central Materials Depot.

Railway Stock Market

Stock markets were helped by a rally in British Funds, led by 2½ per cent. Treasury Bonds, and generally the benefits arising from the end of E.P.T. maintained a firm undertone in industrial shares, which displayed another batch of good features. Much of the buying was described as professional. In fact, it would appear that the public is considerably perplexed by the cross currents now prevailing in stock markets. It is realised that the summer coal allocation for industry is better than might have been expected, but it is clear that the Government is taking a risk in respect of coal output and the miners' five-day week, and that if hopes are not realised an extremely serious crisis must loom ahead.

Apart from a rise in Metropolitan Assented, home railway stocks, where charged, have recorded fractional declines. They were unresponsive to the rally in British Funds, despite wider realisation of the extent to which current prices, particularly in regard to stocks of the preference class, are undervalued in relation to the take-over prices. With nationalisation casting a wider shadow over stock markets, iron and steels have reacted on a broad front, buyers holding off in the absence of any definite news as to which sections of the industry are to be taken over.

In view of the confusion resulting from the widespread revival of nationalisation rumours, there is every reason why the Government should make an official statement as to whether a Bill for iron and steel nationalisation is to be presented in the next session in Parliament, and if so, which sections are to be taken over. Falls ranging from 3d. to 9d. have been recorded by

Dorman Long, United Steel, Guest Keen, Thomas & Baldwins, and Stewarts and Lloyds; elsewhere, Tube Investments at £7 were higher on balance, helped by the higher interim dividend, although after the raising of the year's distribution from 12½ per cent. to 15 per cent., Babcock & Wilcox encountered profit-taking and receded to 78s.

Having been rushed with indecent haste through the House of Commons, the Transport Bill now goes to the Upper House with the threat that if the Lords delay the passing of the measure into law, the railway control agreement will be suspended and the "subsidy" withdrawn, which under existing conditions would mean the absence of dividends on the junior or ordinary stocks. What is now termed a subsidy is in effect part of the control agreement and it should not be overlooked that the latter worked to the great advantage of the Government during the war, the companies receiving only the fixed rental plus miscellaneous revenue so that dividends to stockholders were in effect drastically curtailed.

It is true that owing to the readjustments in the early post-war period, the railways are now not earning the fixed rental, but as against this it should not be forgotten that in the war years the railway control agreement was a considerable financial success for the Government, while in the post-war period it has provided one of the excuses advanced for nationalisation. It should not be forgotten that under the active conditions of the war period the railways proved that they could earn good dividends on their junior stocks.

Great Western ordinary is now 54½, com-

pared with a take-over price of 59½. L.M.S.R. ordinary at 27 is 2½ points below the take-over, and L.N.E.R. second preference, also at 27, has a take-over price of 29½. In the case of Southern preferred, now 72½, the take over is 77½, and the deferred at 22 is two points below take over. Current levels of some of the senior stocks show even wider margins, Great Western and Southern 5 per cent. preferences, for instance, are both 132, or 5 points below the take-over prices. There is a wider feeling that the rate of interest and salient particulars of British Transport stock should now be announced. In that event the true position of home railway stocks in relation to the take-over terms could be more clearly assessed.

Brazil rails continued the main centre of activity in the foreign railway market, but prices have come back sharply on the fear that purchase of the railways by the use of Brazil's sterling balances cannot be discussed at this stage. This appears to be a case where an official statement either from Brazil or the British Treasury is required so as to clarify the position. Meanwhile, Leopoldina ordinary receded to 17½, later rallying to 19, and falls of three points in the preference and two points in the debentures were recorded. Great Western of Brazil fell back 7s. 6d. to 87s. 6d. at one time. These latest developments do not affect the purchase of the San Paulo Railway; the outstanding matter in this case is the question of payment for ancillary assets.

Argentine rails have been firm, fluctuations in prices being merely fractional, but Central Uruguay stocks reacted sharply. Beira Railway bearer shares have remained active up to 47s. 6d.

Traffic Table and Stock Prices of Overseas and Foreign Railways

	Railways	Miles open	Week ended	Traffic for week		No. of Week	Aggregate traffic to date			Shares or Stock	Prices		
				Total this year	Inc. or dec. compared with 1945/6		Totals		Increase or decrease		Highest 1945	Lowest 1945	May 6, 1947
							1946/7	1945/6					
South & Central America	Antofagasta	834	27.4.47	£ 40,920	+ £ 4,780	17	£ 643,860	£ 560,920	+ £ 82,940	Ord. Stk.	12	8½	15
	Arg. N.E.	753	26.4.47	ps.363,700	+ ps.44,800	43	ps.13,841,300	ps.12,737,800	+ ps.1,103,500	"	10	5½	15
	Bolivar	174	Mar., 1947	\$111,635	— \$12,317	13	\$340,312	\$356,403	— \$16,091	6 p.c. Deb.	8½	5	7½
	Brazil ... ..	...	...	...	...	...	...	...	...	Bonds	25	17	36
	B.A. Pacific	2,771	26.4.47	ps.2,800,000	+ ps.418,000	43	ps.103,727,000	ps.98,282,000	+ ps.5,445,000	Ord. Stk.	7	5	9½
	B.A.G.S.	5,080	26.4.47	ps.3,585,000	— ps.130,000	43	ps.156,932,000	ps.154,264,000	+ ps.2,668,000	Ord. Stk.	13½	10½	19
	B.A. Western	1,924	26.4.47	ps.1,492,000	+ ps.207,000	43	ps.56,869,000	ps.51,845,000	+ ps.5,024,000	"	12½	9½	27½
	Cent. Argentine	3,700	26.4.47	ps.3,279,850	— ps.48,850	43	ps.138,985,980	ps.135,826,379	+ ps.3,159,601	"	9½	7	21
	Do. ... ..	...	...	...	...	...	...	...	...	Dfd.	5	2½	17½
	Cent. Uruguay	970	26.4.47	45,852	+ 537	43	1,607,700	1,683,237	— 75,537	Ord. Stk.	7½	4	25½
	Costa Rica	262	Feb., 1947	30,030	+ 3,118	35	220,372	222,104	— 1,732	Stk.	16½	13	12½
	Dorada	70	Mar., 1947	29,200	+ 3,039	13	89,500	85,975	+ 3,525	1 Mt. Deb.	103	102	106
	Entre Rios	808	26.4.47	ps.442,600	+ ps.16,000	43	ps.18,532,600	ps.18,280,800	+ ps.251,800	Ord. Stk.	7½	4½	8
	G.V. of Brazil	1,030	26.4.47	31,200	+ 5,800	17	622,400	515,900	+ 106,500	Ord. Stk.	30/-	23½	80/-
	Inter. Ctl. Amer.	754	Mar., 1947	\$126,115	+ \$273,636	13	\$3,591,376	\$2,914,695	+ \$676,681	5 p.c. Deb.	78	70	80½
	La Guaira	22½	Mar., 1947	\$130,008	+ \$18,378	13	\$355,075	\$347,692	+ \$7,383	Ord. Stk.	4½	3½	18
	Leopoldina	1,908	26.4.47	60,023	+ 2,384	17	1,077,969	962,199	+ 115,770	Ord. Stk.	4	4	1
	Mexican	483	31.5.46	ps.1,464,000	+ ps.459,100	22	ps.7,706,200	ps.13,441,600	+ ps.5,735,400	Ord. Stk.	75/6	67/6	81/-
	Midland Uruguay	319	Mar., 1947	15,947	+ 57	39	149,262	164,290	— 15,028	Ord. Sh.	75/6	67/6	81/-
	Nitrate	382	30.4.47	11,634	+ 1,496	17	70,429	75,908	— 5,479	Pr. Li. Stk.	79½	77	60½
N.W. of Uruguay	113	Mar., 1947	5,671	+ 994	39	49,155	49,373	— 218	Pr. Li. Stk.	108	7½	103	
Paraguay Cent.	274	25.4.47	£65,066	+ £1,046	43	£2,712,696	£2,595,823	+ £116,873	Ord. Stk.	60½	50½	187½	
Peru Corp.	1,059	Apr., 1947	161,601	+ 12,510	43	1,518,215	1,401,933	+ 116,282	Ord. Sh.	17/-	10½	72½	
Salvador	100	Feb., 1947	c244,000	+ c1,000	35	c1,129,000	c1,080,000	+ c49,000	Ord. Stk.	3	1	4	
San Paulo	153½	Mar., 1947	2,925	+ 605	39	37,630	28,020	+ 9,610	Ord. Sh.	17/-	10½	72½	
Talca	156	26.4.47	114,338	+ 25,555	43	2,793,165	2,556,362	+ 236,803	Ord. Stk.	3	1	4	
United of Havana	1,301	Mar., 1947	1,307	+ 247	39	11,386	11,386	—	Ord. Stk.	—	—	—	
Uruguay Northern	73	Mar., 1947	...	...	...	...	...	...	Ord. Stk.	—	—	—	
Canada	Canadian National	23,535	Feb., 1947	7,767,000	+ 553,250	8	15,981,500	14,939,000	+ 1,042,500	—	—	—	—
	Canadian Pacific	17,037	30.4.47	2,148,750	+ 292,500	17	24,398,750	23,427,250	+ 971,500	Ord. Stk.	24	14½	17½
Various	Barsi Light	202	Jan., 1947	21,292	+ 1,492	43	225,870	225,120	+ 750	Ord. Stk.	131	123	114
	Beira	204	Feb., 1947	90,568	+ 24,422	20	446,240	352,628	+ 93,612	Pr. Sh.	10	8½	6½
	Egyptian Delta	607	28.2.47	13,965	+ 657	48	618,441	578,317	+ 40,124	B. Deb.	71	55½	72½
	Manila ... ..	...	...	...	...	...	...	...	...	Inc. Deb.	97½	85	65
	Mid. of W. Australia	277	Feb., 1947	15,318	+ 540	34	130,669	134,118	— 3,449	Ord. Stk.	—	—	—
	Nigeria	1,900	Feb., 1947	353,073	+ 2,154	46	4,193,473	3,153,983	+ 1,039,490	Ord. Stk.	—	—	—
	Rhodesia	2,445	Feb., 1947	533,750	+ 67,632	20	2,761,173	2,476,064	+ 285,109	Ord. Stk.	—	—	—
	South African	13,323	29.3.47	1,226,348	+ 212,476	52	60,522,019	53,090,465	+ 7,431,554	Ord. Stk.	—	—	—
	Victoria	4,774	Jan., 1947	1,314,795	+ 110,075	30	—	—	—	Ord. Stk.	—	—	—

† Receipts are calculated @ 1s. 6d. to the rupee